

The Monthly Journal of the
Northern Rivers Classic Motorcycle Club Inc.

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 Heights, NSW 2480
www.nrcmcc.org
 Email: president@nrcmcc.org
 Or phone President
 See below



**October
 2021**

Classic Torque

Our Club:-

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles .

Some special dates , Maybe coming up soon. As Covid19 restrictions are STILL with us

Club meetings for October / November —To be advised

Club Rally—CANCELLED

Christmas Party .. Still hopeful for Wednesday 8/12/21... to be advised

Club AGM for December .. Also hopeful .. But to be advised...

Note : if you receive this Newsletter by post, check/confirm that any activities marked with a TBA are on Emails will be sent out advising the status of events prior to the date advertised, check your inbox..

Presidents Report

G'day all,

We're back and out of lockdown! Well, sort of and still running a bit rough and not firing properly on all cylinders but getting better as time goes on till the next lockdown. We're restarting our regular rides but the monthly meetings remain a problem because of the size of the hall. We're looking into a solution and we'll see what can be worked out between now and the AGM.

Speaking of the AGM...our hard working editor (thank you David) has included the committee nomination forms into this newsletter for use by anyone who wants to step up and run for a committee position in 2022. The forms are pretty straight forward but it might be time for a quick reminder how the voting works. The constitution describes that if there is only one written nomination received for a position and that nomination was received within the prescribed timeframe then that person has won the position without any vote from the floor. A vote from the floor only comes into play when there are no written nominations or there are multiple written nominations.

All members are also invited to provide written items for discussion at the AGM within the timeframes.

Our first ride for October is the Classics only ride on Sunday 3rd. This date may sound familiar to some of you. It's the date that daylight savings begins.

Regular riders will also know that our ride start times normally change with the coming and going of daylight savings. Seeing as though this is Day one-Ride one after a break **this run will still leave Norco Rural, Lismore at 9am.** I don't know about you but I'm usually a bit jet lagged for the first couple of days of Daylight savings.

THIS FIRST DAYLIGHT SAVINGS RUN WILL STILL BE A 9AM START

The Covid rules and restrictions are very fluid and can change very quickly so please hang in there with us as we try to find our way through this evolving pandemic. While we can deal with masks, signing in, sanitising etc, I am becoming increasingly concerned about the "opening up" hype that is touted to be only for vaccinated people. We'll see how it all pans out when the dust finally settles, the media hype fades and the government actually writes the restrictions/rules down in ink and if the NRCMCC needs to make changes to comply.

All the best Neil

The Clubs 2021 AGM

2

The Annual General Meeting of The Northern Rivers Classic Motor Cycle Club Inc. (Hereafter referred to as NRCMCC or the Club) is planned for Tuesday 14th December, at location yet to be decided on, and also depending on what the Covid19 Government requirements are at that time. The AGM is planned to be commencing immediately after the regular NRCMCC monthly meeting.

Please note the following dates concerning the AGM

23.11.2021 is 21 days before AGM and last date for notices to be accepted from members for AGM ie any special resolutions for the AGM Agenda,

30.11.2021 is 14 days before, and last date for notice to members of the AGM.

07.12.2021 is 7 days before last date for Committee Member Nominations Close.

Nominating for 2022 Committee position ?

start thinking about nominating for the various Executive, Committee & other Official positions, Nomination forms are printed below.

Nominations can be posted to the clubs postal address and all nominations, will be passed **unopened** to Returning Officer at AGM {just mark your letter, "Committee nominee", top left hand corner of envelope.

Note If at the AGM there have been no postal nominations received for a certain Committee position, Then Nominations for that position can be taken from the floor..

If at the AGM, postal nominations have been received by Secretary for a certain committee position and passed to Returning Officer then no nominations for that position will be taken from the floor.

Northern Rivers Classic Motorcycle Club Inc Election of 2022 Club Officials

Date.....

I , being a current financial member of the club
Nominate for the position of

I , being a current member of the club
Second the nomination of For the position of

I , being a current financial member of the club
Accept the nomination

The following article was emailed by NRCMCC President to members on 25th Sept 2021—Editor

\Afternoon all,

Fingers crossed we're out of lockdown and starting to get back to some sort of normal.... (whatever normal looks like)

Depending on how long we can remain free (ish) we can start club rides again.

Please note that all attendees will need to sign on and BYO mask.

- Classics only ride - Sunday 3rd October. Leaving from Norco Rural. Stands up 9am

- Wednesday Rides - 1st and 4th Wednesday. Leaving from Lismore Train Station. Stands up 9am

- Monthly meeting - TBA because of the ongoing 4m social distancing rule and the negative impact that this spacing has on any meeting in the Clunes Hall. TBA because the committee is looking at other venues for the rest of the year. TBC and I will let you know after our committee meeting next week.

- Monthly ride - was to be the memorial ride in October but again, Covid restrictions impact on this. TBC and I will let you know after our committee meeting next week.

- December rego day - TBC and I will let you know after our committee meeting next week.

Sorry that it's a bit hit and miss but providing we can continue to open up we will continue to work to get the club back and ticking over as soon as we can.

I will do my best to keep members informed as things develop/change/improve/deteriorate or whatever the future holds.

Cheers Neil

A piece of advice from CHMC

Renewing HVS and CVS during Covid restrictions

3

Since this latest Covid outbreak CHMC has been assisting its clubs and their members with correct and appropriate information on undertaking HVS and CVS renewals while complying with the NSW Government Health Orders.

TfNSW has approved (17/9/2021) the following for release to our clubs, which confirms the information CHMC has been providing its club to date:

Conditional Registration - Renewal of classic and historic vehicle registration

To protect the community and help slow the spread of COVID-19, Transport for NSW in collaboration with Service NSW have implemented a number of temporary measures to assist customers.

Service NSW Centres are open to support customers with essential services only. As per the stay-at-home order, if a transaction is not essential, customers are advised that they should delay their visit to a service centre. As historic and classic vehicles are often a recreational or a secondary vehicle that can only be used a specific number of times per year, renewing registration is likely to be classified as a non-essential transaction.

As classic and historical vehicle registrations are unable to be renewed online, Transport for NSW has made the following temporary changes to assist customers with registration renewal of their classic and historic vehicles:

- Registration establishment or renewal for historic vehicles is the same as the current process. Customers can renew their historic vehicle registration and retain their existing plate, at no additional cost for keeping the same plate.

- Registration can be renewed by post. Customers can send a cheque or credit card authority, registration renewal notice and relevant

- declaration to: Service NSW, PO Box 21, Parkes, NSW, 2870.

- If a classic or historic vehicle is the only vehicle owned, and is a customer's primary mode of transport and the customer has documentation that illustrates this, they can attend a Service NSW Centre to renew their registration.

- If the registration of a classic vehicle due between 28 June and 31 October 2021 has expired more than 3 months, customers can get a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report required to re-establish the registration. This is only available to classic cars whose registration expired during that specific time period. Safety Checks will be valid for 6 months.

- If a safety inspection of a classic vehicle is due between 28 June and 31 October 2021, customers can get a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report. This is only available to classic cars whose registration expired during that specific time period. Safety Checks will be valid for 6 months.

Classic and historic vehicle – conditional registration renewals

Due to the current restrictions in NSW, we have had to make some changes to the way you renew your classic and historic registration.

What do I do if my registration has expired? If your registration has expired since 28 June 2021, or is due to expire before 31 October 2021, you do not have to renew your registration. However, once it has expired, your vehicle will have a registration status of "suspended". This means you cannot drive your vehicle and you must adhere to all restrictions placed on an unregistered vehicle.

The "suspended" status will last for 3 months. During this time, you can still renew your vehicle's registration. However, after the 3 month suspended period has ended, your registration will be cancelled as per normal process.

What if my vehicle is my only form of transport? If your classic or historic vehicle is the only vehicle you own, and is your primary mode of transport, and you can provide documentation that illustrates this, you can still renew your registration. If you attend a Service NSW centre and notify the customer service representative, your transaction will be processed.

How do I renew my classic vehicle registration if it has expired? If your registration expires between 28 June and 31 October 2021, you will be able to obtain a Safety Check (Pink Slip) rather than the usual Unregistered Vehicle Inspection (blue slip) Report. This process is only available to classic cars whose registration expired during that specific time period.

You are only permitted to drive your unregistered vehicle on a public road to obtain the Safety Check or for another purpose directly associated with the registration process. Once you have received the Safety Check, you will be able to renew your vehicle registration with the existing plate, at no additional cost for keeping the same plate.

How do I renew my historic vehicle registration if it has expired? Registration establishment or renewal for historic vehicles is the same as the current process. You will be able to renew your vehicle registration with the existing plate, at no additional cost for keeping the same plate.

How can I pay my registration once restrictions have eased? Classic and historical vehicle registration cannot be renewed online. If you attend a Service NSW centre, notify the customer service representative and your transaction will be processed. You can also renew your registration by post. Send your cheque or credit card authority, registration renewal notice and relevant declaration to:

Service NSW, PO Box 21, Parkes, NSW 2870.

Will the registration date change? If you renew your registration within 3 months of the expiry date, the registration period will be effective from the original date of expiry. If you renew your registration after 3 months from the expiry date, the registration period will commence from the date of the transaction.

Will I be able to keep the same plates? You will be able to use the same plates when renewing the registration of your classic or historic vehicle at no additional cost.

For further information go to <https://www.nsw.gov.au/topics/vehicle-registration/conditional-and-seasonal/conditional-change>

For queries and comments please email IndustryEngagement@transport.nsw.gov.au

This document is also viewable on the Council of Heritage Motor Clubs NSW website <http://www.heritagemotoringcouncil.org.au/>

The above article was emailed from NRCMCC President to club members on 18th Sept—Editor

NRCMCC OFFICIALS for 2021

President Neil Williams.. 0418242044

Email president@nrcmcc.org

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Email vicepresident@nrcmcc.org

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Email secretary@nrcmcc.org

secretarynrcmcc@outlook.com

Treasurer: Marc Jennison.....0411895360

Email treasurer@nrcmcc.org

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Peter Lake..... 0459 285 872

Dean Marsh 0428 381 711

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Bryson Walker:6629 1509

Registration Officials: Pat Holt ...0435 475 784

Brian Riordan 6621 5535,

John Caf  0427 252 081

Membership Officer: Marc Jennison 0411895360

Librarian: Eric Wilson 66243157 &

Peter Lake.....0459 285 872

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Deputy editors: **All members**

Catering: Glenn Flint ... 0423262594

Raffles:Robert Mazzer

Ride Co-Ordinator Peter Lake ...0459 285 872

Event list support, Frank Widdows.....66860771

Webmaster Dieter Opfer webmaster@nrcmcc.org

Website: www.nrcmcc.org

Club Patron , The club does not currently have a patron.

Our immediate past patron was Jack Ahearn {1924-2017}

Our Club Rides:- Some information on coming NRCMCC club rides.

Sunday & Wednesday Rides

Depending on how long we can remain free (ish) we can start club rides again.

Please note that all attendees will need to sign on and BYO mask.

3rd October Sunday Classics only ride - . Leaving from Norco Rural. Stands up 9am

17th Oct Sunday Club Ride – To destination to be advised {was Memorial Ride to Evans Head but now cancelled }

- Wednesday Rides - 1st and 4th Wednesday. Leaving from Lismore Train Station. Stands up 9am

For further information go to the clubs web site , advisable to read before going on any rides,

Motorcycle Events and Rallies organized by other Motorcycle Clubs or Groups

1st—4th October The National Thunder Motorcycle Rally at Tamworth CANCELLED

Other Club events Please note That the NRCMCC is not responsible for The events & Rallys as organised by other clubs or groups . And dates {and events} given to us and shown here may change without notice. So if you are attending another club event just check you have their Up to date info. Especially in theses Covid 19 times.

ELIGIBILITY REQUIREMENTS FOR MOTORCYCLES on the Historic Vehicle Scheme (HVS):

Motorcycles must be as **CLOSE TO ORIGINAL CONDITION** as possible with **NO ALTERATIONS** except for safety features, such as rear view mirrors & turn indicators and **must be over 30 years old**.

Motorcycle Usage:

NRCMCC members are permitted to participate in **Club events** listed on the NRCMCC webpage, at NRCMCC.org, without having to make an entry in their logbook.

Members that are on the RMS logbook scheme must fill their logbook for each day's use **if it is not a club event**.

A logbook entry is required for maintenance rides (eg test runs) & personal use and the logbook should be carried with you while riding the bike.

The log book can be used as soon as it's issued to record the days you use the bike. The number of days allocated for use depends on the remaining length of conditional registration when the log book is issued.

Only one person is required to record the daily use of the motorcycle. If there are multiple riders on the same day, the initial rider on the day must complete the line entry for that day.

Carrying a Club Magazine /Events Listing and a current Membership Card/Receipt, while not a HVS requirement, is regarded as a worthwhile practice.

UNLIMITED GLASSES OF WINE.



AVAILABLE

NRCMCC 2021 Christmas Party {Gladys willing}

The club is booked into the Heights Sport and recreation club in Lismore heights for our Christmas party. When: Wednesday 8/12/21 Time: gather prior before meal around 7pm..

This event will be confirmed , well before the set date

NRCMCC Market: You can advertise here 'For Sale', 'Wanted', 'Swap', 'Advice needed', 'to Give away', etc - ie, any deal you can imagine to do with motorcycles. Please nothing with 4 wheels or 2 legs.. Xs etc etc
Please contact the editor - details on the 'Club officials' list somewhere in this newsletter.
 Unless otherwise arranged, advertisements will be maintained for two issues.



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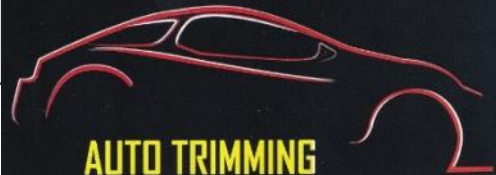
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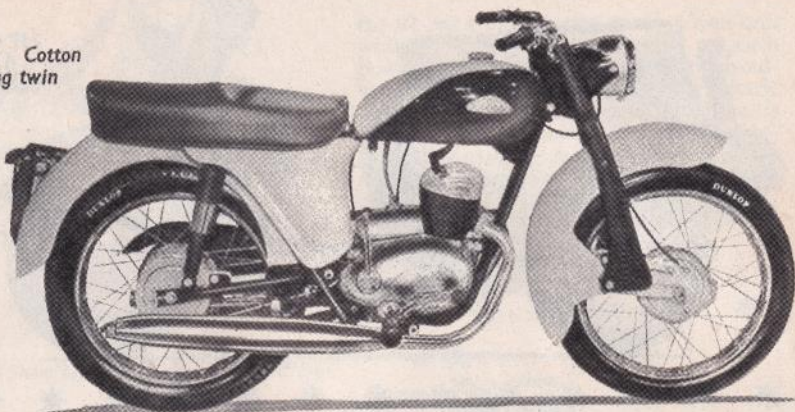


*Ph 6625 1121

* Fax (02) 6625 1006



The 249 c.c. Cotton Herald touring twin



Smart sportster—the 249 c.c. Cotton Continental

DKR

Backed by the resources of one of the largest presswork concerns in the country, DKR's new Capella represents an all-out bid to capture for Britain a sizeable slice of the scooter market. Very smartly styled (no half-measures here!) and attractively priced, it gets away to a flying start. But good looks have not been obtained at the expense of maintenance facilities, for those large, razor-edge-styled side panels come away after undoing a single stud at the rear of each, to expose the whole of the engine and transmission.

Practical features abound: a simple but ingenious method of adjusting the rear chain, bushes for the brake and gear pedals which require no lubrication, an easy-to-operate roll-on centre stand, a massive, die-cast hinge for the front of the lift-up dual-seat.

The Capella, Villiers-powered, is in three forms: the standard models have either a 148 or 173 c.c. engine with kick-starter, but the de Luxe 173 c.c. mount has 12-volt electric starting, and such unusual trimmings as a float switch in the tank to give warning of low fuel level, neutral indicator light and a headlamp-flasher button; this model is distinguished by chromium-plated flashes on the side panels.

Cotton

Well, well; it's just 25 years since Cottons last came up from the West Country to display their wares in London town, so that, too, can be counted as a jubilee of a sort. And it's a welcome return, a personal triumph for the two men who have striven so hard to build up a flourishing business on the bare bones of the old one.

On display is a full range of Villiers-powered models embracing six touring and sports roadsters extending from the 197 c.c. Vulcan to the 324 c.c. Messenger twin, plus a trials mount (choice of 197 or 246 c.c. engines) and a scrambler two-fifty that has really been going places this past summer.

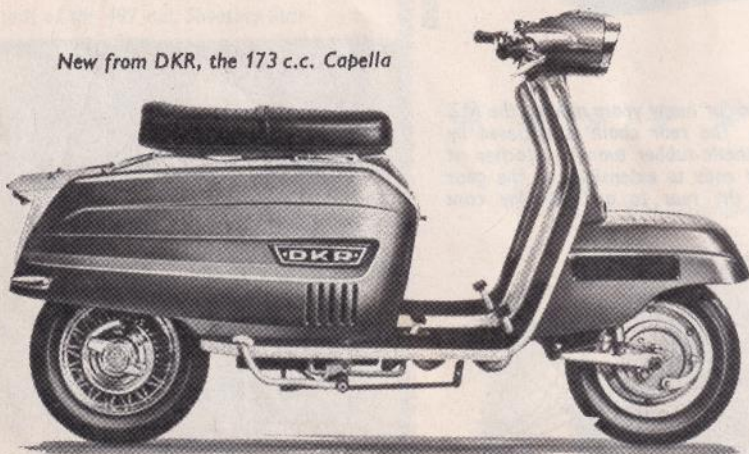
Newest and most impressive Cotton is

the 249 c.c. Continental twin with hotted-up engine, duplex-cradle frame and a leading-link fork braced by a loop which passes rearward of the wheel—a feature developed as the result of factory support in the scrambles field, by the way. And just study those massive polished-light-alloy wheel hubs; they're Italian, and incorporate a cush-drive for the rear wheel and an air scoop for the front brake.

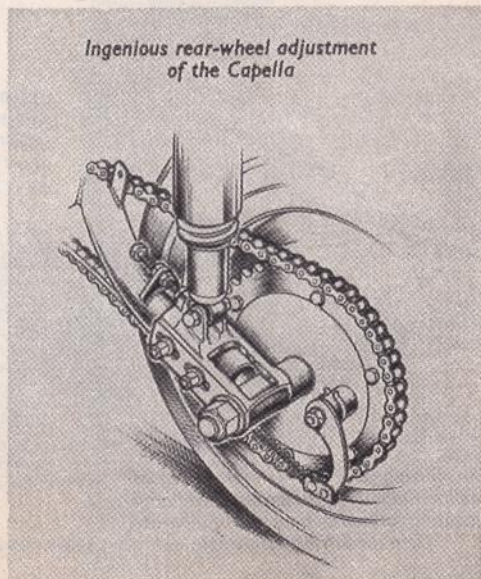
There's a cush-drive for the Scrambler, too, but this one is of Cotton's own design and make. Roadster trim varies: you can have either full or part enclosure for the rear wheel while the more sporting mounts (Vulcan Sports, Double Gloucester, and Continental) have chromium-plated mudguards, low-set handlebars, and a brief sports windscreen. Two-tone colours if you want them.



New from DKR, the 173 c.c. Capella

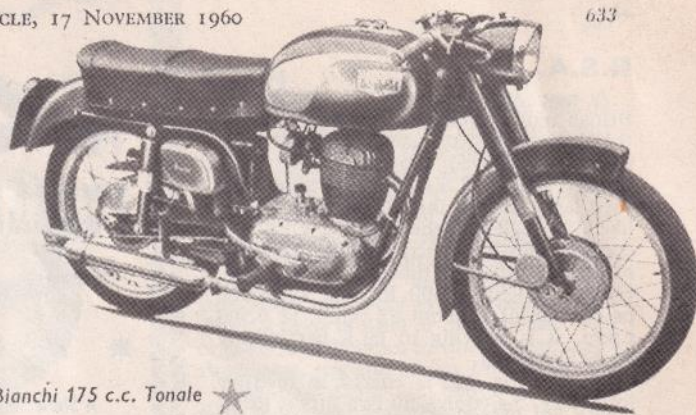


Ingenious rear-wheel adjustment of the Capella





★ Up-to-the-minute 173 c.c. Ambassador



Bianchi 175 c.c. Tonale ★

Hermann Meier's tuning genius puts it well to the fore in road racing.

Basis of both models is a rectangular section, pressed and welded beam-type frame, beneath which the high-compression power unit is slung. An ingenious trailing-link fork is used at the front and a pivoted fork at the rear; wheel diameter is only 16in. The three-gallon petrol tank is housed within the frame and, on the Leader, the space traditionally occupied by the tank forms a very capacious luggage locker.

Other Leader features are built-in legshields and windscreen, quickly detachable side panels, a headlamp beam trim, and whitewall tyres. Available extra equipment includes practically everything but the kitchen sink.

Bianchi

Show-stopping in true Italian style are the Bianchi triplets—75 c.c. Gardena, 174 c.c. Tonale, and 123 c.c. Bernina, the last-named new to us over here, and having an intriguingly unusual design feature. Its o.h.v. power unit has the cams located in the gear box, actuating pushrods which rise to head level at the rear of the cylinder.

Baby of the party, the Gardena, has its neat little two-stroke, three-speed power egg slung beneath a spine-type frame.

Mounted in a duplex-loop tubular frame is the 174 c.c. o.h.v. engine-cum-gear box of the Tonale. Its racy lines are

accentuated by a deep fuel tank with knee recesses, low-level handlebar, and a finish in cream and flaming red; light-alloy wheel rims round off the picture.

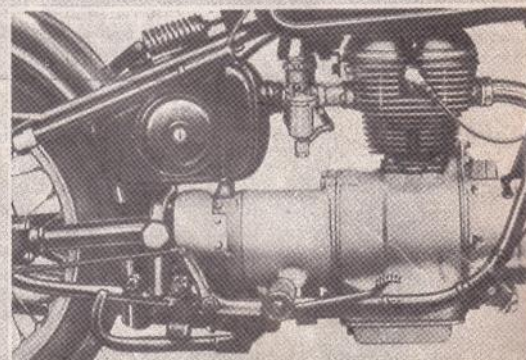
B.M.W.

Look at it how you like, a B.M.W.—any B.M.W.—is a real eye-fu!; top-line engineering, superb finish, dignified appearance: a marque indeed to drool over. And there is a model for almost every requirement, from the 247 c.c. single to the renowned flat-twins. All have unit-construction of engine and gear box, all have shaft drive; pivoted front and rear forks and full-width, light-alloy hubs housing brakes so smooth, so powerful . . .

For the sidecar man, the 494 c.c. R50 is the ultimate in haulage mounts. If your thoughts are motorway-minded there are the new hot-stuff R50S and the two six-hundred—the R60 and the super-sporting R69S.

Bond

In the motor-cycle world the Isle of Man Mountain course has been a proving ground for donkey's years—and now that hallowed circuit is rapidly assuming importance in the development of scooters. Round and round they go, in the 24-hour regularity test—and those who watched last June's scooter rally were certainly impressed by the utter reliability of the two Bond teams.



★ Power unit of the B.M.W. two-fifty single

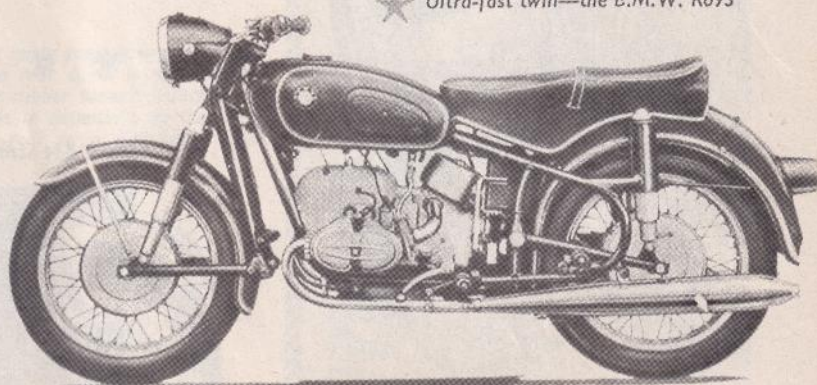
Distinctively styled in glass-fibre, the two Bond models are Villiers-powered and are listed as the 148 c.c. three-speed P3 and 197 c.c. four-speed P4. For each, 12-volt lighting and Siba Dynastart electric starting is included in the standard specification.

Some scooter owners like to maintain their models personally; and with the Bond it's dead easy, for the whole of the body rear hinges upward from the front. Both wheels are stub-axle-mounted and single, pivoted-arm springing is featured at front and rear.

★ Bond scooter with glass-fibre body



★ Ultra-fast twin—the B.M.W. R69S





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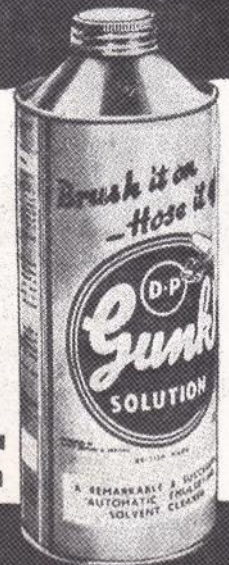
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F.B. Mondial

In their own particular sphere—the up-to-250 c.c. classes—F.B. Mondials have chalked up a formidable reputation in the racing sphere. And race-breeding is evident throughout the five-model range newly available in Britain; the quintet are the 75 c.c. two-stroke Turismo, 125 c.c. Lusso and Special and 175 c.c. Super Turismo and Sprint. All are trim light-weights—typically Latin in appearance—with smooth power-egg engine-gear units housed in tubular duplex-loop frames; suspension is by telescopic front and pivoted rear forks.

Attention to detail? There are full-width light-alloy hubs, comfortable dual-

seats and well-balanced mudguards. For the sports types? Features such as fuel-tank knee recesses, quick-action filler cap and a bright scarlet finish.

F.N.

There is no mistaking the continental origin of the red-and-black 75 c.c. Belgian F.N. Motorette, a typical make-believe racer. The three-speed, two-stroke power unit is slung beneath a semi-open, curved-beam frame concealed by a pressing whose flowing lines blend with the underside of the dual-seat.

A bulbous tank with snap filler closes the top of the frame, and a flat handlebar sprouts from a fork-top pressing. The front fork is telescopic and the rear pivoted. Both mudguards are deeply valanced, and the rear chain is enclosed.

Francis-Barnett

For the chap who *must* have things in black and white, Francis-Barnetts have the answer, for that particular scheme is a new introduction, as an alternative to the better-known Arden green and white; a point about those white mudguards and tool box

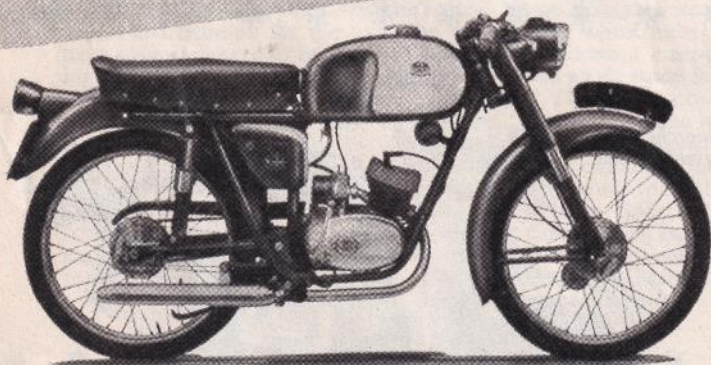
covers—they sure help to make the machine conspicuous in conditions of poor visibility.

Still, on with the technical side. Six Fanny-Bees for 1961, comprising the 149 c.c. Plover 86, 199 c.c. Falcon 87, 249 c.c. Cruiser 80 and Cruiser 84 (which is identified by the very complete rear-wheel enclosure in glass-fibre) and a pair of away-from-it-all sportster two-fifties in the Trials 85 and Scrambler 82. All are powered by Woolwich-built A.M.C. two-stroke singles.

Steel pressings form the rear mudguard and frame mid-section of the little Plover. The engine is the A.M.C. Mark 15T, bolted to a three-speed gear box and with chromium-plated covers at each side to shield the primary chain and Wipac fly-wheel magneto. The exhaust system is unusual, and combines a box-type expansion chamber with a conventional silencer. The pivoted rear fork is controlled by coil springs, but a damper is available if you are prepared to spring a little extra.

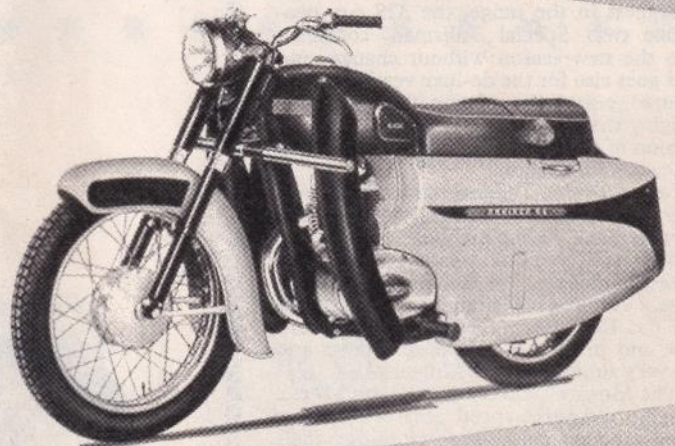
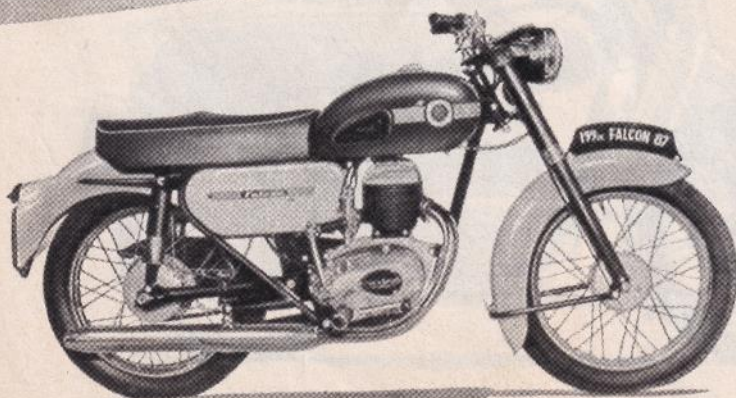
A useful general-purpose tourer is the 199 c.c. Falcon, capable of cruising speeds in the fifties and well suited to pillion work. Nicely rounded, the 3½-gallon tank has a

Spine-frame F.N. 75 from Belgium

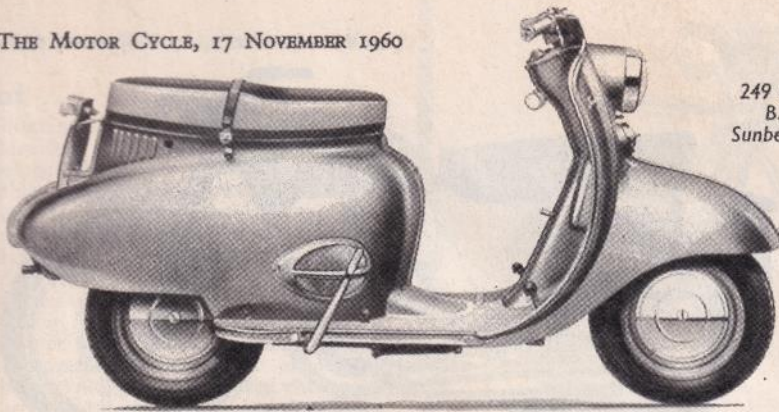


Latin-style: the 75 c.c. F.B. Mondial

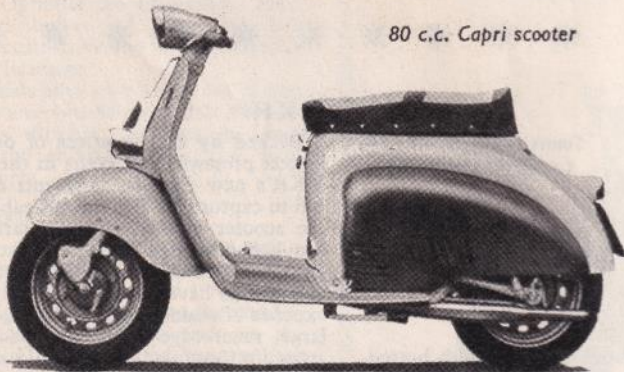
Tail-faired 249 c.c. Francis-Barnett



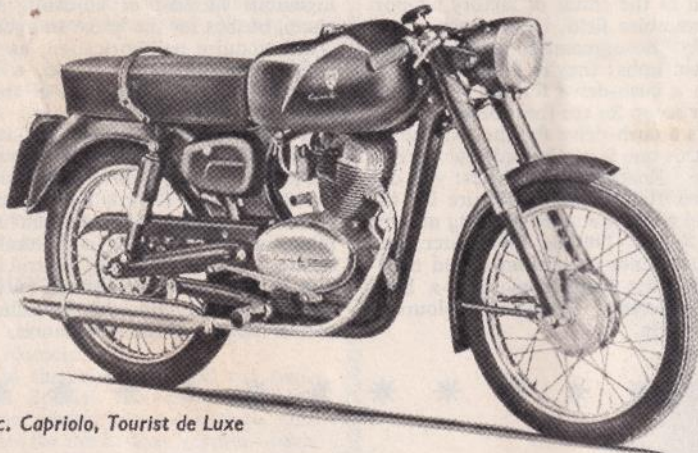
Francis-Barnett 199 c.c. Falcon in two-tone



249 c.c.
B.S.A
Sunbeam



80 c.c. Capri scooter



123 c.c. Capriolo, Tourist de Luxe

Capri

Surprising the amount of sheer will-work that the Italians can cram into a tiny engine. Just look at the Capri as we know it: a three-speed Garelli power unit of only 70 c.c.—but housed in a full-size scooter and well up to the job of providing reliable day-to-day transport. Nor is the specification of the machine in any way “utility;” trailing-link front fork, pivoted rear suspension, and very eyeable bodywork—all for a price of £100 or thereabouts. The original model comes in three variations—single-seat, seat and pillion, or dual-seat.

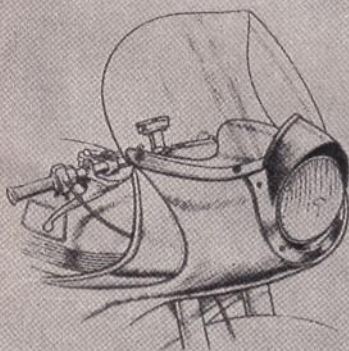
And now there are two new Capris, alike in general appearance save that one has a single seat, the other a dual-seat; these have an 80 c.c. engine built to Agrati specification—and something else, disc wheels (interchangeable, of course) with full-width light-alloy hubs. The new wheels are also adopted for the three smaller models. Wheel diameter is 12in—useful, that!

Capriolo

Not all International Six Days Trial gold-medal-winning mounts are rugged, he-man five-hundreds. Capriolo (a first-time visitor to Earls Court, by the way) concentrates on the production of small-capacity mounts; but it is a marque which has achieved a formidable reputation in international sport.

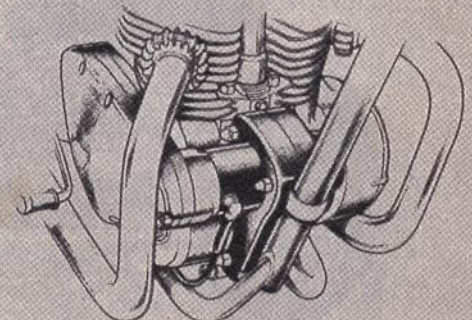
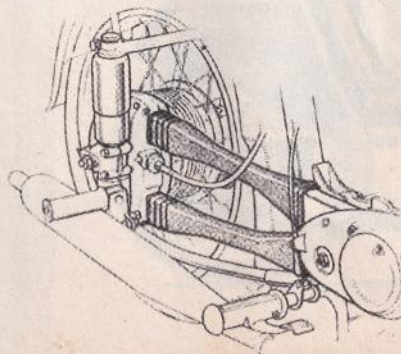
Of the models available in Britain, three are 75 c.c. (47×43mm) o.h.v.-engine jobs; the remaining two, of 123 c.c. capacity (55×52mm bore and stroke), are overhead-camshaft. But you’d have to look closely to spot the difference, for in each case the valve gear is neatly enclosed in a finned, light-alloy cover. Each engine is in unit with a four-speed gear box, operated by a rocking pedal on the right. The seventy-fives are listed as the Tourist, T.V. (Turismo Velocita—or, in English, “sports tourer”) and de Luxe. The 123 c.c. model is displayed in Tourist and de-Luxe versions.

Frame construction is unusual in that it is of full cradle pattern and is fabricated from steel pressings. Pivoted-fork rear springing and a telescopic front fork are features on all five models. The 75 c.c. de Luxe and T.V., and the 123 c.c. de Luxe have a conventional handlebar; a dropped bar is fitted to the Tourist models.



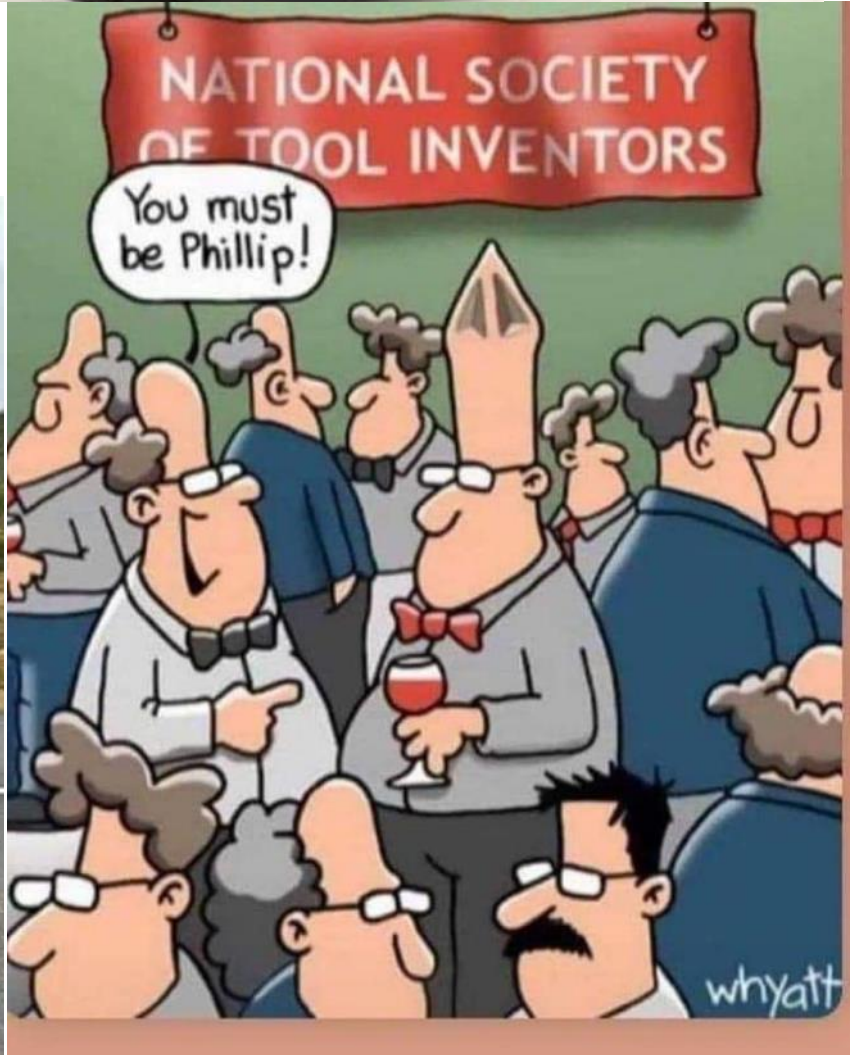
The fairing on the Velocette Venom Veeline Clubman has a peaked headlamp mounting formed as a moulding separate from the fairing as a whole

A feature used for many years now on the MZ one-two-five. The rear chain is enclosed by separate synthetic-rubber tunnels attached at their forward ends to extensions on the gear box and at the rear to a light-alloy case



Triumphs are showing a Twenty-One for police use equipped with an electric starter driving through the timing train





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Last word from the Editor Many thanks to all who have sent in photos and articles ...as always Terry S, Neil for reports and jokes and Doug {via Bryson} for the use of a rare copy of "The Motor Cycle" Nov 1960
Cheers DBM



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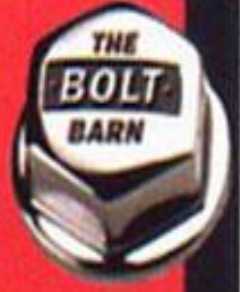
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