

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

PO Box 7058, Lismore
 Heights, NSW 2480

www.nrcmcc.org

Email: president@nrcmcc.org
 Or phone President
 See below



February

2023

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 , coming up soon.

31st March 2023.— last date that your Membership Renewal forms with fees will be accepted.

Next club meeting * —Tuesday 14th Feb 7.30 start at Clunes Hall.

* NOTE , As the treasurer & Membership officer are unable to attend the Feb meeting , No cash or cheque payments will be accepted by the Secretary or other Committee members, **ONLY Your M'ship renewal form can be taken at this meeting.**

Next Club Ride Sunday 19th Feb—.see page 6

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



Last club ride for 2022 to Burringbar...

From the presidents chair

Welcome to 2023, the beginning of a new year,

To those who are still recovering from the floods, we wish you well.

To the 2022 executive and committee, thank you for your work in keeping the club running in trying and difficult times. The club is still operating because you all put up your hand and took on this responsibility.

The saying "there is no club without the members" is true but also without the executive and committee there is no club. Please remember this when you are interacting with these wonderful people this year.

Many members have been able to get out their machines and participate in rides with fellow enthusiasts. It has been hit and misses with the rain and storms and also very hot days but that's our weather so enjoy.

I'm unable to attend the February meeting due to family business also Dean Marsh and Marc Jennison are unavailable, with this in mind there will be NO ONE ACCEPTING cash for membership. David will accept filled in membership forms ONLY from members. I ask you to take note and don't put David in a position where he has to refuse to accept your payment. When paying online please DO NOT forget to add your Name as reference making the membership officer's job a little easier.

It is hope the this year we will be able to attend events which in previous years had to be cancelled, getting us back on our machines and interacting with a wide range of fellow enthusiasts. I know we are looking forward to the "Over the Hill Tour" to Foster and the National Veteran Motorcycle Rally in Bundaberg. Stay safe Keep Upright Mary Walker



As Nominated and elected at the last years Dec 2022 AGM The following are the new committee and office holders for 2023

President: Mary Walker P: 0429662915 E: president@nrmcc.org

Vice President: Tony Harvey 0427324018 E: vicepresident@nrmcc.org

Secretary: David Bonhote-mead 0447900848 E: secretary@nrmcc.org

Treasurer: Dean Marsh P: 0428381711 E: treasurer@nrmcc.org

Committee members:

Peter Lake P: 0459285872

Andrew Evans P: 0418280246

Alan Stratton P: 0428294652

Registration Officers:

Bryson Walker P: 02 66291509

Pat Holt P: 0435475784

John Cafe P: 02 66244280

Brian Riordan P: 02 66215535

Ray Fisher P: 0439825399

Classic Torque Editor: David Bonhote-mead E: editor@nrmcc.org

Membership Officer: Marc Jennison E: members@nrmcc.org

Public Officer: Bryson Walker E: publicofficer@nrmcc.org

Web Master: Dieter Opfer E: webmaster@nrmcc.org

Club Librarians: Peter Lake

Ride Coordinator (Sundays): Peter Lake P: 0459285872

Ride Coordinator (Wednesdays): Ian McCormack P: 0431924268

Event List Support: Frank Widdows P: 02 66860771

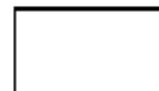
Catering: Glen Flint P: 0423265294

Raffles: Ian & Lois Gibbs

Jack Ahearn Restoration Trophy—Judges John Cafe P: 02 66244280

Brian Riordan P: 02 66215535 Doug Hampson 0490 012 245

NRCMCC Inc
 PO BOX 7058
 LISMORE HEIGHTS
 NSW 2480
secretary@nrcmcc.org



Application for renewal of current membership for 2023

Type of membership: Single: Dual: (a second application is required for dual membership)

Given Name : _____ Surname : _____

Residential Address : _____

Postal Address (if different): _____

Email: _____

Phone: _____ Mobile: _____

Do you have club historic plates? yes / no

If yes, plate number and renewal date

Plate number	Renewal date
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Plate number	Renewal date
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Forward this COMPLETED and SIGNED application to:

NRCMCC Inc PO Box 7058 Lismore Heights 2480

or email to members@nrcmcc.org

or hand to the Membership Officer at the next available club meeting.

Fees for 2023 are due by 31 March 2023 - please deposit your fees into the club's account at the Greater Bank.

\$25 single \$37.50 Dual

BSB 637000

Account No.716800695

Please use your last name & initial as the reference

I hereby apply for renewal of membership of the Northern Rivers Classic Motorcycle Club Inc. I understand that I am required to attend a minimum of three NRCMCC events per membership year and I agree to be bound by the Constitution and Operating Rules of the club, available at www.nrcmcc.org. I will ensure that I am a properly licenced operator of any vehicle that I use to participate in club activities and that I am responsible for the road worthiness and currency of the registration of that vehicle.

INDEMNITY STATEMENT: In consideration of joining, I acknowledge that there may be risks associated and I understand that I participate at my own risk. I agree that the committee of the Northern Rivers Classic Motorcycle Club Inc and its associated organisation and sponsors shall in no way be held responsible for loss or damage to a participating machine, its parts or accessories and personal effects and that any member joining and thus riding in any event, or passenger taking part shall comply with registration and road rules and I hereby waive the right of action by law against the committee, its associated organisation, its sponsors, agents or representatives.

Signature _____ Date _____

Club Use Only

Renewal Form submitted date:	Payment date:	Payment type:
Email handed in post	amount \$	cash cheque EFT

Membership Renewal Information for 2023

1. Membership Renewal form:

A fully completed Application for renewal of current membership form is required for all membership renewals. Refer to previous page for Renewal form

Fees for 2023

As passed at 2022 Dec AGM ,

Membership type	membership fee
Single	\$25.00
Dual	\$37.50

The club's bank accounts at the Greater Bank is:

Membership fee account: BSB 637000 acct number 716800695 Ref: *your last name*

Payment of 2023 fees and return of your membership renewal application can be done by one of the following 3 methods.

Method 1: EFT – the club's preferred option

Email a completed membership renewal form to the club Membership Officer at members@nrcmcc.org. Then direct deposit your fees to the club's accounts as above. You MUST add your last name to all payments. If you don't use online banking you can pay over the counter at any Greater Bank branch in Casino, Lismore, Ballina, Grafton & Tweed Heads.

Method 2: Snail Mail.

Post a completed membership renewal form with cheques/money orders (no cash in the mail), made out to NRCMCC Membership

Method 3*: In person at a monthly meeting - the club's least preferred option

Complete a membership renewal form beforehand and hand it to the Membership Officer at the next available club meeting. Then pay the Treasurer your fees - cash, cheques or MOs.

***Membership renewal and fee payments for 2023 are due by 31 March 2023.**

Membership is NOT complete until both renewal form and fees are received by the Club.

Persons seeking new membership should contact the Club membership officer at

members@nrcmcc.org.

NOTE : Annual membership renewal and fee payments are due no later than 31st March each year. Renewal fees that remain unpaid from the 1st of April will render the member un-financial and will impact upon any and all benefits of membership, including but not limited to, cancellation of any historical vehicle registrations. The club is obliged to advise Transport for NSW of any member who has not renewed their membership.

Northern Rivers Classic Motorcycle Club Inc <http://nrcmcc.org/index.php>

MINUTES OF MEETING HELD ON: 13th DEC 2022 start: 7.30pm

Abbreviations used in Minutes MW - Mary Walker, DBM - David Bonhote-mead

WELCOME to all by MW

Special welcome to the life members present at this meeting

Meeting attended by 28 members, 2 apologies as per the attendance sheet + 3 visitors

Our visitors were Bob Doyle, Bill Doyle, Jenny Brown

MINUTES OF PREVIOUS MEETING: - Not read to members. The Secretary moved that minutes of Nov 2022 Club meeting as published in Dec 2022 newsletter be accepted 2ND Peter Lake Motion carried

CORRESPONDENCE IN Newsletters- Newcastle, Clarence valley, Greater Bank Re-investment notice for 3 club accounts, Greater Bank notice of new address, PO officer sent email of resignation, MW to give further details in General Business

CORRESPONDENCE out Club Newsletter - posted or emailed to members + other clubs

TREASURERS REPORT:- The Treasurer read & moved the Nov financial statement be accepted 2nd Pat Holt Motion carried

MEMBERSHIP OFFICER no updates

BUSINESS ARISING FROM PREVIOUS MINUTES:

<MW reported on Clubs Christmas party held at Soccer Club Reserve St. Great get together with 49 attending, 3 great baskets for raffle all donated by members, + lucky door prizes.

<MW reported on Rego day held 27th Nov at Clunes Hall, only 20 bikes were presented for rego certificates, MW thanked all the Rego officers who attended on the day, Pat Hold commented that members should get their bikes certificates on these designated Rego Days and not ask Officers to certify bikes at other times, the system needed to be updated to avoid this situation. Some Rego officers will need new cameras.

GENERAL BUSINESS,

<MW read the resignation letter from the clubs Public Officer Greg Britnall who has had to step down unfortunately due to family & personal issues, MW thanked Greg for his work over last year.

A new P.O. will be appointed by 2023 Committee, not at AGM

< Peter Lake informed members that the Library has 2 new workshop manuals

Clymer Publication Honda CB 650 {includes Custom} 1979-1981

Clymer Publication Suzuki GS 550 fours 1977-1982

The manuals were bought with the \$20 {received for payment of Norton book, bought by Glen}

< New name tag badges have been bought for President & 2 others who lost their badges in the flood.

< MW has received & read email for the 2024 Tassie Tour 3rd to 14th March 2023, if interested contact MW for details

< Invoice received and passed on to treasurer from Clunes Hall re hire for J Ahearn trophy and rego day.

< **REGISTRATION OFFICER REPORT – Non**

< **EARLY DAYS - Non**

< **Ride report**

Wednesday 7th Dec – ride to Annie’s Garden

Sunday 13th Nov was planned for Lawrence, but went to New Italy instead. Good ride by all.

Next Club Ride Sunday 18th Dec Peter Lake has advised the ride is to Burringbar via Nimbin, Uki Barkers Road to Art Centre then down to Burringbar. Usual start time and departure lounge.

also For 2023

01st Jan – NO Classic only ride {1st Sunday of month}

04th Jan NO Wednesday ride {but those who want to ride to organise yourselves}

15th Jan – Club Ride is ON – finish up at Coraki Café {up to top of Hill}

Check clubs web page to confirm..

Peter also advised a memorial ride to “the Shed” possibly next Oct, 2023 for Jack McIntosh is being planned.

MEETING CLOSED at 8.15pm

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

Sunday & Wednesday Rides - All going ahead

Please note that all attendees will need to sign on and BYO mask {optional }

Sunday runs are starting from the Norco Car Park—leave 9.00am

Wednesday rides starting from Lismore Railway Station—leave 9.00 am

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

**Jack Ahearn trophy awards will be held at Clunes Hall in March. Date to be confirmed
Same as last year bikes to be present on the day.**

Provisional Schedule of Sunday Club Rides for 2023 as supplied by Peter Lake

19th February—Ride to Woodenbong Café via Kyogle

19th March—Memorial Ride and Jack Ahearn Trophy Presentation at Clunes Hall.

16th April—Breakfast Run, meet & start at Summerland House Farm Alstonville .

The run will leave the farm at 9.30 am

14th May—Ride to Burringbar Cheese Factory for Coffee.

18th June—Ride to New Italy Café for Coffee.

16th July—Ride to Brunswick Head for Hot Rod display, then onto Mooball for Coffee.

13th August—Small Bike Run around Lismore { not the circle again please }

16th & 17 September—Club Rally at Evans Head .

15th October—Ride to Tumbulgun via Cabarita, Pottsville, Mooball

19th November—yet to be decided

17th December—yet to be decided

Please note the above schedule is provisional only and may change, check prior before ride date

Motorcycle Events and Rallies organized by other Motorcycle Clubs or Groups

Other Club events Please note That the NRCMCC is not responsible for The events & Rallies 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.

INVERELL MOTORCYCLE RESTORERS CLUB INC.

28th Annual Rally 21st, 22nd, 23rd April 2023.

ENTRIES CLOSE Thursday 6th APRIL 2023

direct enquiries to;

Garry 0431190964 Or Judy - 0427208114. Email inverell.mrc@gmail.com

{ also NRCMCC secretary has entry forms + info, can email to you }

The north coast Classic Motorcycle Show and Swap

19th February 2023 Charity Event for Ballina Hospital Auxiliary

Show Undercover at Alstonville Showground

Show 8am—2pm Exhibitors \$5.00

Entry Gold coin

Swap 7am –1pm vendors \$20.

Supported by Alstonville Show Society & Shannons Insurance

Info Col aussietriples@yahoo.com.au 0428869889

check [their](#) club web sites

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 contact the editor - details on the ‘Club officials’ list somewhere in this newsletter.

Unless otherwise arranged, advertisements will be maintained for two issues.

Wanted GSX1100 rear blinker Terry 0407927982

Last club ride for 2022 to Burringbar... Photos By Dieter



LIVE TO RIDE FOR A LONG, LONG TIME, 60 IS THE NEW 30

{ article as forwarded by Dieter }

In 1975 80% of all motorcyclists in the United States were 29 years old or younger. Today the age group of “50 and above” makes up the largest segment of motorcycle riders on the road.

advice for older bikers

A lot of reasons factor into this shift in motorcycling’s predominant demographic. Part of it is purely economic. Let’s face it, with your average American V-Twin or European touring bike costing \$30-40,000 a lot of younger, less financially-established, folks are simply priced out of a market they might otherwise be inclined to join.

Retired baby boomers are the demographic that have both the time and the financial resources to take on long distance motorcycle adventure. Many of today’s older riders are returning riders. They rode decades ago and stopped riding to pay attention to their families and careers. They’re back in force now that they have more personal time and disposable funds on their hands. These tips for older riders are more relevant today than ever before.

tips for older riders

Finally...and sadly...there is a declining interest in motorcycling among young adults. Today’s youth are much more inclined to use ride sharing apps like Uber to get around. Ownership of any vehicle, particularly one that is perceived as impractical, is simply not a part of this generation’s most important objectives.

FACING THE FACTS

So the pursuit of two-wheeled motoring is being left largely to us older riders. We’re certainly making the most of it, but we do have to acknowledge certain unavoidable impediments that come with advancing age.

Studies have shown that the average person’s reaction time peaks at age 24 then slowly declines over time after that.

We simply don’t respond to potentially dangerous situations as quickly as we might have in the past.

safety for older motorcyclists

One’s physical strength decreases as time marches on. Age-related muscle loss, called sarcopenia, is a completely natural part of the aging process. Muscle mass and strength will decrease by 50% or more between the ages of 50 and 80. Grip strength is one of the main strengths you’ll lose.

Vision deteriorates over time, starting at around age 40 in most people. Serious vision conditions such as glaucoma and macular degeneration will surface between 50 and 60 years of age and nearly every person over the age of 70 will experience some form of cataracts.

With advancing age comes decreased bone density, increased recovery times after physical exertion, a loss of balance and decreased cognitive function. It’s a wonder we can still climb in the saddle and enjoy this chosen pursuit of ours.

Alas, we can. Especially if we take some of these tips for older riders and put them into practice.

THE GOOD NEWS

It’s not all bad news. There are a couple of great things that come with advancing age.

1. The Skills We’ve Acquired...from all of the countless experiences we’ve been able to accumulate over a long time.
2. The Wisdom We’ve Developed...that comes from combining all those skills and experiences with creative solutions; using them to overcome an extensive assortment of ongoing challenges.

□

Speaking with lots of other older riders we have compiled this list of things that we can do to make our pursuit of two-wheeled adventures safer, more enjoyable and maybe even unending. Not every rider will adopt all of these suggestions. I know I haven’t. But any of them that you do choose to implement will certainly have a positive effect on your Moto-longevity.

LISTEN TO YOUR BODY

One of the best tips for older riders that we can offer is “Don’t try to be a hero”. We may have gotten away with that mentality in our younger years, but it won’t serve us well as we age. Go easy on your body. It’s the only one you’ve got and it ain’t getting any younger.

Rest. Stretch. Hydrate. You’re allowed to stop and smell the roses between fuel stops, you know? Get off the bike, walk around, stretch a little bit and fuel your thirst. Hydration is more important at this stage of life than ever before.

tips for senior motorcyclists

I have no problem with this one. Being a photographer I tend to be stopping every 40-50 miles for a photo opportunity anyway. Even just a couple of minutes out of the saddle will do wonders to renew your comfort when you climb back onboard.

STAY IN SHAPE

Nothing takes a toll on your lower back than carrying around too much extra weight out in front. It’s a condition made much worse when you’re doing it in the saddle of a motorcycle. Six years ago I made a decision to lose the weight I’d been carrying around for the better part of my adult life. I lost 80 pounds and have kept it off for six years now. Nothing...and I mean absolutely nothing...has done more for my ability to keep riding long distances painlessly. I reach my destinations with little, or no, fatigue. My lower back is never sore after a long day in the saddle.

A little strength training doesn’t hurt either. I’m no gym rat, but I do a short (10-15 minute) workout 2 or 3 times per week. Doing basic large muscle group exercises (Pushups, Pullups, Squats and Planks) helps build core muscle strength. Not only will this increase your stamina but it will enable you to easily right your motorcycle by yourself in the event of a tipover.

tips for older riders

Another symptom that aging riders complain of is loss of grip strength and cramping in their hands...particularly in the left (clutch) hand. Squeezing an inexpensive grip strengthener periodically helps immeasurably with this uncomfortable ailment. You can put this tips for older riders to work anywhere. Any time. While watching TV. Sitting at your desk. Anywhere.

PRACTICE BASIC SKILLS continues on next page

LIVE TO RIDE FOR A LONG, LONG TIME, 60 IS THE NEW 30 PRACTICE BASIC SKILLS

Another casualty of the aging process is your balance. It is more important now, than ever before, to keep your basic motorcycling skills sharp. Balance is most important when executing your low speed maneuvers. I make it a point to practice my slow speed skills every chance I get. At least once a week I'll spend just a few minutes practicing low speed turns, swerving and panic stops in a deserted parking area. When out on any normal ride I'll intentionally make tighter, slower turns into parking spots than I really need to. Just to keep those skills, and my balance, as finely tuned as possible.

Take a refresher course with a qualified riding instructor. This one was a real eye-opener for me. I took the MSF (Motorcycle Safety Foundation) Basic Rider Course at the beginning of 2022. It's amazing how many bad habits you can fall into through four decades of riding. A couple of hours with a professional instructor can break you of those dangerous habits. I will do this again every year or two for as long as my riding career lasts. Priceless.

COMPLACENCY KILLS

The longer we've been riding the more likely we are to become nonchalant about our basic skillsets and safety. Nothing will come back to bite you faster than a casual, lackadaisical mindset. I am "always riding"...even when I'm behind the wheel of my car. When I approach curves in the road I imagine what line I would be taking if I were on my bike. I scan the road ahead with the same care I take when I'm up on two wheels. I try to imagine how visible (or invisible) I'd be to other motorists if I were on the bike.

techniques for older riders

Keeping that biker mindset, even behind the wheel of a car, will make you a better rider. You'll also notice local road hazards and file that information away in the back of your mind. That information will be most helpful when you're on those same roads on your motorcycle. The National Highway Traffic Safety Administration (NHTSA) states that 70 percent of all collisions happen within a 10-mile radius of your home. Paying attention, even when in the safety of an automobile, could prevent you from becoming a motorcycle statistic later on.

This article has been forwarded by Dieter



Railroad Tracks - did you know ...

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads. Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular Odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever. So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important! Now you know, Horses' Asses control almost everything.

Explains a whole lot of stuff, doesn't it? Sourced from the web

{doesn't explain why Qld railways use a 3'-6" gauge, maybe they based it on a goats ass or Victoria with 5'-3" ??}



The wife suggested we
spice things up a bit and
play Doctors and
Nurses.
So I put her on a trolley
in the hall and ignored
her for 48 hours.

Dear Santa Claus, when I
asked you for a 30 year old
escort, this is not what I had
in mind



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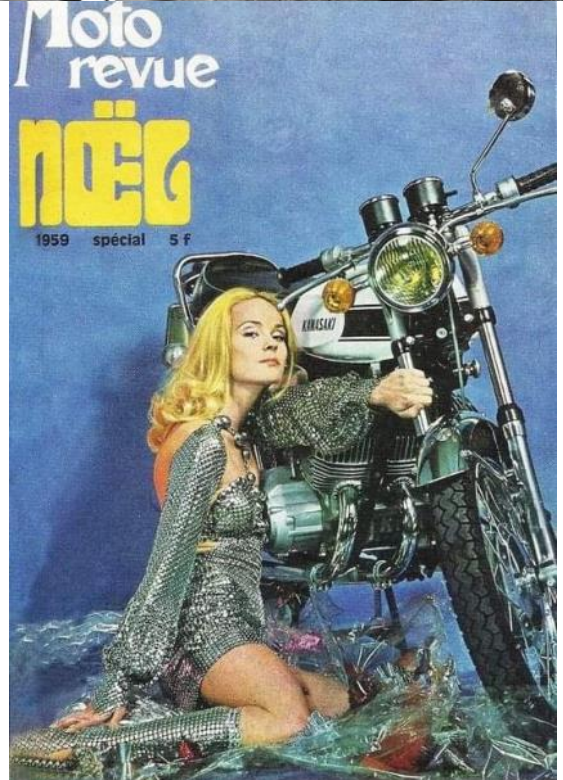
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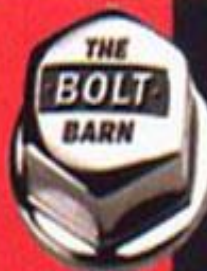
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Our sponsors have continued to support the club after most were devastated themselves by the February/March floods so club members should try to support these local businesses whenever possible.. Most will offer a discount to club members and all will offer great service and their continuing support for our club.

If undelivered return to,
 N.R.C.M.C.C.
 P.O. Box 7058
 Lismore Heights 2480



Last word from the Editor

Many Thanks to all the members who contribute to this Newsletter , especially Mary, Terry S , Michael S , Dieter, and my cousin Henry for the Railway gauges story.. Also the clubs facebook page, contributors. If you're reading this on line or PDF download , there are an extra 5 pages of old photos & jokes that are not on the hard copy version that's posted out , reason being the post out version is restricted to 16 pages max. due to postal size , so get on line for the bonus 5 pages of ??? , Have a good healthy year . Cheers David BM



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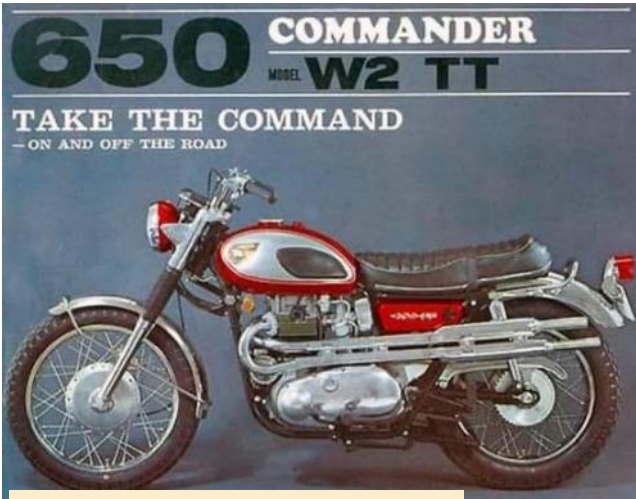
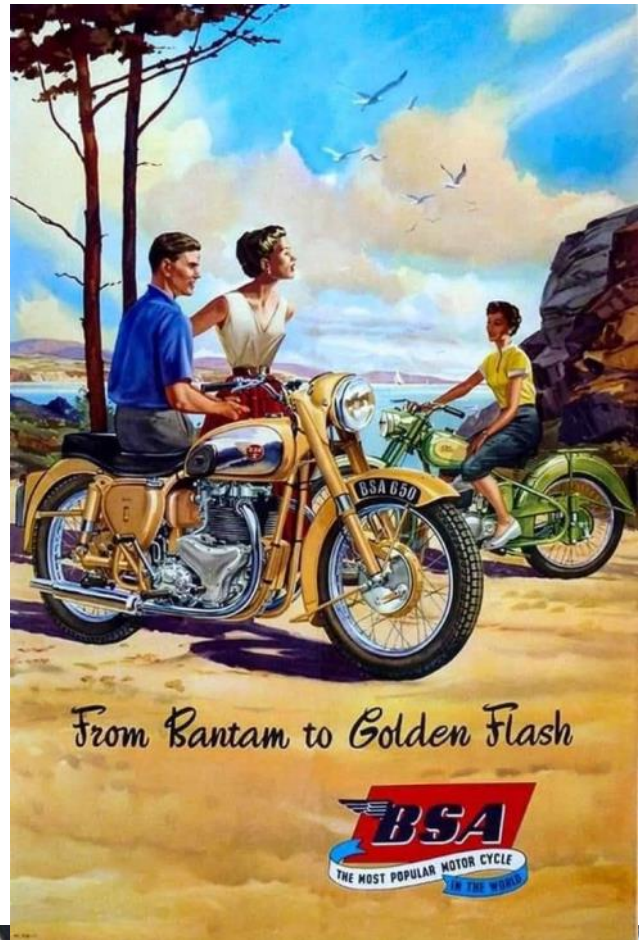
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Do it again Fred
Mum missed it





A wife, being the romantic sort, sent her husband a text: "If you are sleeping, send me your dreams. If you are laughing, send me your smile. If you are eating, send me a bite. If you are drinking, send me a sip. If you are crying, send me your tears. I love you!"
The husband, typically non-romantic, replied: "I am on the toilet. Please advise."



TOUGH AND FAST



BSA power wins! Here's Dick Mann winning the 1967 Peoria National TT Championship in his BSA 650.

Dick also rode his BSA to victory in the 12-mile National at Reading, Pennsylvania, where BSA made a clean sweep.

BSA — with Dan Haaby up — won the 8-mile National at Ascot, California. BSA took 4 out of the first 5 places in this greatest of all dirt track events.

Great for the roughest trails. And underneath the glossy beauty there is ruggedness to spare. Oversized racing brakes, rugged shock absorbers measure up to the engine thrust.



BSA THUNDERBOLT 650cc (40 cu. in.) Twin

Big engine, small rev-count per mile, smoothest cruising performance and flashing new chrome fenders. The Thunderbolt is the one with the tamed thunder.



BSA ROYAL STAR 500cc (30.5 cu. in.) Twin

All the power you'll ever need to flatten the steepest hills, even with two up. Easy starting, easy riding, easy to look at and the lowest priced, full sized Twin in the line.



BSA STARFIRE 250 250cc (15 cu. in.) Single

This is the lightweight with the heavyweight performance. Four-stroke o.h.v. power makes this one look and act like a bike with twice the displacement.



BSA SPITFIRE MK IV SPECIAL

650cc (40 cu. in.) Twin with dual carburetors

This is the super sport tuned for performance. This is the one described as the "fastest street machine under 750cc". This limited-edition bike has racing parts and the new double leading shoe racing front brake and has been timed at an actual 120 mph, but canters along at top legal speeds like a well-mannered thoroughbred.



BSA SHOOTING STAR 441 441cc Alloy Single

Big power, light weight, this adds up to the best of handling and sparkling top-end performance. And because go-power without stopping power is no go, the Shooting Star has a new front brake — a full 8" in diameter.

PRINTED IN U.S.A.

Note: All specifications subject to change without notice

BSA

BSA MOTOR CYCLES LIMITED
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