

The BSA BANTER

The Journal of the BSA Motorcycle Club of NSW



*Meetings: 8pm, 1st Thursday of each month at TBA
Vol 37#6 Nov-Dec 2017*



FROM THE SHED

Sorry we're late with this last issue for 2017, it's been a bit hectic over the holiday season. The new ride calendar is



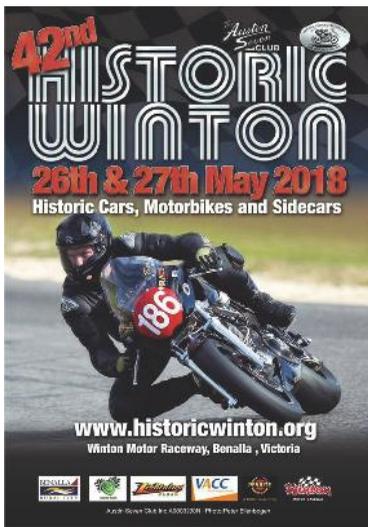
on the website and I'll be putting up a selection of the 2017 Rally pix on the site shortly. Also our congratulations to Pete for his Clubman of the Year award.
Mebbo the Ed

Front Cover: Paul Parker's '67 Lightning which took him and his wife 2541kms around Tasmania and Southern NSW. Paul has, as you can see, "slightly modded" the Lightning. Not sure about the rearsets..

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Shoalhaven Classic Motorcycle Club
presents

Berry Bike Show

Sunday 6th May 2018

Berry Bowling Club



Registrations 8am/12 Judging 1pm

\$5 per person any number of bikes

Public entry by gold coin donation

Categories:

Best Classic British, Classic European, Classic American, Classic Asian, Ladies, Kids, Oldest Bike, Modern, Competition, Unrestored, Sidecar, Dirt Bike, Classic Modified, Bike of The Show

5-6 May 2018
Albion Park Airport



Wings Over Illawarra provides spectators with even more entertainment with a large display of classic and historic cars and motorbikes.

Each year, car and bike clubs from NSW and ACT are invited to display their vehicles at the event and add to the atmosphere created by the historic aircraft on display and in the air. Meet the owners of some of your favourite vintage vehicles and chat to passionate car and bike enthusiasts.

Representatives from over 50 classic vehicle clubs promises that this display will be a huge spectacle for all motoring enthusiasts featuring both cars and bikes.

Vintage, veteran, classic and modern classic vehicles, motorcycles and commercial vehicles will all be represented.

Hello to all motorcycle enthusiasts.

2018 Taree Rally

The 2018 Taree Rally starts on Thursday 1st March through to Sunday 4th. As in March 2017 the event will take place from Happy Hallidays Caravan Park at Blackhead just north of Forster/Tuncurry.

When booking if you mention that you are associated with the Taree motorcycle rally there may be a 10% reduction in accommodation costs also for caravan and campsites.

I can be contacted on 0419 278 518 or at gscutts@tpg.com.au , email preferably.

See you in March.

Gordon Scutts

The BSA Banter is the official journal of the BSA Club of New South Wales

It is distributed free to the members of the Club and to other like organizations.,

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Victor's Run Page

Patonga, 14th January

The clouds were full of the promise of more rain to add to the heavy overnight fall, but riders started gathering at BP Asquith from around 8.15 onwards for what has developed into the biggest run of the year, to Patonga on the Hawkesbury. The ride has a good mix of express riding up the old Pacific Highway and a slower pace past Woy Woy through the Brisbane Water National Park to the destination and fish and chips.

After the stragglers had arrived by about 8.45, it looked to be one of the biggest roll-ups in years with 17 bikes including two from the Norton Club, Ben and "The Dentist" Dan, and 2-3 visiting riders. Ride leader Victor had selected from his repertoire his trusty A10, Greg rode his 1970 Lightning, Ron on his recently rebuilt 350 (after the unfortunate accident in Royal National Park last year), Simon on his 350, and the author on the Rocket 3 rounded off the BSA representation. John was astride his "new" Bonny, Doug was on the Triumph Scrambler, Jim on the trusty 1,100cc Yammie, Joe rode the Harley Fatboy with Jayne pillion, Joe's mate Allan also on a big Harley, John, a mate of Greg's was on a Suzuki-powered Cagiva, and John's mate Paul was on a big late-model Triumph Bonny. Bob was on the Royal Enfield and a mate of his rode a Kawasaki sports bike and the mate's wife was propped up on the pillion seat looking most uncomfortable. Think I've got everyone.

By the time the ride got underway around 9.00 the clouds were clearing and it looked like we were in for a good ride in good conditions. Victor's instructions were for "no stops" on the way, and riders headed up the old Pacific Highway. The group was so big inevitably it got broken up and lost some riders at the big right turn into Woy Woy Road, and John on the Cagiva had electrical problems and had to stop for a while. By 10.30 everyone had arrived, the Patonga fish and chip shop now very different under its new leaseholders, the Boathouse group (other venues at Palm Beach, Manly's Shelly Beach and Balmoral), who have joined the café and the next-door pub into one licence.

By about 1 O'clock everyone had finished lunch, coffee, or in Doug's case a beer, and headed back via the Pie in the Sky for another coffee, cold drink or, in Simon's case a chocolate cornetto, which he needed after the exhaust rocker cover dropped off somewhere between Patonga and the Pie. The Wurstens headed north to catch up with friends on the Central Coast.

The ride broke up with riders heading off in all directions after the Pie stopover. Everyone home by 3.00, the weather remained fine, a great start to the year's riding program!



Riders line up at BP Asquith before heading off



The BSA line-up at Patonga

BSAs at Pie in the Sky



On the Subject of BSA's Attempt at "Hairpin" Valve Springs

There has been some discussion of late in OBA and the BSAOC UK newsletter regarding the hairpin valve springs (or "hairsprings") as seen on a pre-war BSA and which, in a few cases, lurked into the post-war, either as fixed kit or as heads with hairspring boxes containing later coils. The following is a consolidation of information gleaned from reasonably reliable sources (in my opinion -Ed) and the hard evidence of actual kit in people's hands.

Author "A.Golland" (the pseudonym of a respected BSA engineer) revealed in "Goldie", his development history of the Gold Star, that the M24 Gold Star had been dropped from the 1940 range of BSA motorcycles to be replaced by a new 350, the B29 Silver Sports. This new model featured a cylinder head with integrally-cast rocker boxes that concealed hairpin valve springs and Golland recounts how a small batch of these B29s was commandeered by the British Army for dispatch rider duties. During the early war years a military version of the B29, complete with hairpin valve springs and lightweight frame and designated the B30, had been submitted to the War Office for evaluation, but it was rejected in favour of the low compression, 500cc side-valve M20 model with its ability to withstand below average use (sic) and maintenance.

It is also stated in Orchard and Maddern "British Forces Motorcycles, 1925-45", that with the B29, although it was not intended for military service, only a few of the type had been sold to the civilian market of the time before a contract was issued by the War Office for immediate supply of the

model. An estimated 167 examples were supplied to the War Office during the latter half of 1940. Following the supply of a modified B30 (a second prototype), slightly heavier (possibly an iron head and barrel?) and with a number of requested modifications, the War Office placed a large order which was then suddenly changed to the M20.



Alloy-headed WB30 First Prototype

However, during WWII, the company continued to experiment with various engine configurations, ready for the post war production. They did indeed make several all alloy engines, 350cc and 500cc, with hairspring valve control. These engines were tested in the 'Din-House', (the Dynamometer room) with both hairsprings and coil springs. The Manx Grand Prix of 1947 was used as one of the testing grounds, when that year saw the entry of an experimental high-performance version of a (basically) model B29 (ridden by Bill Nicholson - see page 9). Included in its specification was a magnesium-alloy crankcase and a cylinder head cast in aluminium (with, of course,

integral rocker boxes with hairpin valve springs) while the compression ratio, valve and ignition timings were, naturally, modified to suit racing purposes.

Ian Wright, a UK WB30 restorer, writes a good commentary on the background of the hairpin springs:

"The hairpin valve springs came about as a result of Joe Craig's (ex-Norton competition boss) short spell at BSA. He was a fan of the type and incorporated them into that part of the design. I have two copies and one original BSA factory engine drawing of the WB30 that show the initial design and the changes made to it during the war. The hairpin valve springs were replaced with conventional springs due to problems with premature valve guide wear, though it should be noted the conventional springs were still fitted to the standard B29/30 head casting. Very early WB30 engines also had a brass plate riveted to the inlet (alloy) rocker cover crediting Sunbeam as the holder of the hairspring patent. I assume therefore that the patent was still active in 1939/40 and BSA might have paid royalties to Sunbeam for its use (BSA bought Sunbeam in 1943). The Sunbeam patent can be found in the Patent Office archives. Later WD engines had steel rocker covers amongst other changes.

I spoke to a former BSA employee who told me 12 sets of castings were made for the all alloy engine and they were different dimensionally to the iron castings. I'm sure it is possible there may have been others as all factories engaged in this type of experimentation. I'm told there is an all-alloy engine surviving currently in N.Z. that was taken there by a Brit when he emigrated.

Some of these alloy castings were used to carry out the development of the post war Gold Star engine introduced in 1949.



Photo from Pete "Cob" Smith of an alloy head shown to him at the 2017 All British. This does not look like the factory hairpin head, as the uppermost fin on those heads is interrupted by the box casting. This head also does not have a recess in the top fins for the spark plug, a feature of the B29 and B33 heads. The sharp angle turn of the head fins left of the carb inlet seems "factory", however.

Personally I have never seen or heard of a '49 (or later) Goldie with hairpin springs. Anything is possible of course but it seems likely to me that these rumours originate from the use of the alloy B29 as a development engine prior to the production Gold Stars introduction.

I also think it is entirely possible that the Nicholson pictures taken in the IOM (1947, which he failed to win as he ran out of petrol) that show the alloy 'B29' engine in a factory racer (and the photo showing Bert Perrigo on a factory trials version) have also had the hairpin springs substituted for conventional types, bearing in mind that they had been replaced on the WD engines before 1942.

B29/30 heads are directly interchangeable with B31/33 heads and I have seen a 'Hairspring' B31 engine at a jumble in the UK. However, it didn't start out like that and these possibilities must be borne in mind when looking at any particular example."

Norman Vanhouse, the well-known BSA trials rider and author of the "BSA Competition History" states:

"...the very first Gold Stars were fitted with the cylinder head as used on model B29, in spite of the fact the integral rocker boxes were unnecessarily large, having been designed for hairpin valve springs.... (The spring housing was shortly afterwards modified to suit coil springs.) The hairpin valve springs were subsequently replaced with conventional coil springs and the rocker box reduced in size, with regard to both the alloy cylinder head and also the cast iron head used on the standard B31 introduced in 1945."

One of the prime movers, mentioned above, behind the development of the competition singles was the Irish rider Bill Nicholson. He was instrumental in the design of the post-war B31/B33 rangs as well as the later Gold Stars.

His racing history has many clues as to his involvement. He had apparently hardly got started in the sport when war came and with it the loss of his Tiger 80. It was commandeered by the Army authorities. Then, in 1941, working for Chambers of Belfast, the BSA distributors of Northern Ireland, he was able to purchase one of the rare military type 350cc ohv BSA models turned down by the British War Department - the lightweight B30 model with hairpin valve springs. It was with this model that he began his meteoric riding career, winning the 1942 Patland Cup Trial in the Irish Republic, his first big win.

According to Pete "Cob" Smith's sources (Pete has a relevant article or two in OBA), in the 1970s, an all-alloy engine numbered EX291 with elektron crankcases was found in the UK. The engine number was interpreted to mean Experimental B29, No 1, and it was believed that this was the engine Bill Nicholson used in the 1947 Manx GP. It was thought to have been built by Jack Emmet who was in charge of the experimental engine shop at BSA. Nicholson is quoted in Motorcycle Sport of July 1983 as saying that he recalled that there were about three or four of these engines in the experimental shop when he was working there.

So where are they now?

Ian Wright, who has a WB30, comments: "Apparently there was a B29 engine in the auction at Stafford and another for sale at the recent Shepton Mallet Autojumble. It would be a challenge to find the rest of the machine though, as only a few hundred B29s were made before the outbreak of war.

On a slightly different note, after the war there were a lot of M20s laying about all over Europe and a company in Italy decided to make alloy heads and barrels for these engines to convert them from S.V to O.H.V and they were quite successful. Indeed one was offered for sale this year at the Netley Marsh Eurojumble. "

Pete Smith adds: "It came about that a Gruppo Velox conversion was manufactured in Turin, Italy in the late 1940s to convert the M20 BSA to overhead valve, and they were also made for the 16H Norton and 350 Triumphs. The kit consisted of a large fin barrel and a head with a central inlet port fitted with two hairpin valve springs. Interestingly the two valve springs are located on a single shaft between the valves,



Bill Nicholson on the experimental B29/B30 conversion. Note the long rear shocks of the very early McCandless-style swing-arm frame and the odd front brake, which may be a later addition (*looks like a conical, but spectators don't look like early 70s? - Ed*). Ian Wright believes this engine had the hairpins replaced with coils.

with the inner arm between the two springs operating one valve and the outer arm on each spring operating the other valve."

And to really confuse the issue, a couple of our well-known and esteemed correspondents, Magnetoman and Boomer,

from Britbike forum, have discovered a ZB head with ONE hairpin box for the exhaust valve, but a "normal" coil box on the inlet! Experimental!!!!!!

The Ed

Bill on his "BSA500", ridden by him as well as Bert Perrigo and Fred Rist. Basically an alloy barrel and head B32 trial bike.



This article has relied heavily on information from Pete Smith, Ian Wright, Charles Falco, "Boomer" and Chris Golby from the BSAOUCUK. Information also from the excellent books by Norman Vanhouse, A. Golland, Chris Orchard and Steve Madden. And The Internet!

Christmas Lunch at Leichhardt Rowing Club with the Norton Owners Club



No, not at the Rowing Club, just a couple of responsible consumers at the Shannon's hospitality tent at Cowra. Included because President Pete was awarded the Clubman's Trophy for 2017 at the Christmas lunch. Probably for "courage under fire" at the National Rally.

CLUB RUNS



Meeting places:

Prospect Hotel

BP Asquith

Watertower

Caltex Heathcote

McDonalds Kellyville

Luna Park

St Ives Showground

Crossroads Hotel

3 Great Western Highway, Prospect

Corner Pacific Hwy and Jersey St, North Asquith

Wood Park, small lookout carpark on Hume Hwy westbound at intersection of Stacey St, Bankstown

1344 Princes Hwy, Heathcote, south of railway station

Corner Merriville Rd and Windsor Rd, Kellyville

North Sydney

Mona Vale Road, St Ives

Cnr Camden Valley Way and Campbelltown Rd (end of old Hume Hwy), Casula

January - June 2018 Run Calendar

Please Note : If raining on the scheduled ride day, the ride transfers to the following weekend. However, please check with the Club Captain, Victor, to confirm on the actual day as to conditions/ride etc as weather conditions vary in the Sydney region. **Also see the webpage for other club invitations.**

- 14 January** Patonga for fish and chips. 8.30am BP Asquith.
- 21 January** Night ride to Brookvale for Pizza, meeting 6pm La Perouse then via the Harbour Bridge and Mona Vale Rd to Brookvale.
- 4 February** ShellHarbour via Waterfall to Wollongong. Meet 8.30am Watertower then Heathcote 9.30am
- 4 March** Berrima via Appin, Picton, Thirlmere. Meet 8.30am Crossroads Hotel
- 8 April** Bundeena via Helensburgh. Meet Watertower 8.30am then Heathcote 9.30am
- 6 May** Wollombi. Meet BP Asquith 8.30am
- 10 June** Kangaroo Valley via Berry. Meet at 9am Watertower then Heathcote 9.30am

RECIPROCAL RUN INVITATION

Members of all clubs receiving this magazine are cordially invited to participate in the club events of the BSA Motorcycle Club of NSW Inc (BSA NSW Club).

To satisfy the regulations of the Roads and Maritime Services (RMS) of NSW, receipt of the invitation must be in your club minutes or your official "Day Book" or "Move Book".

Please note that attendance at these events must be approved by both Clubs. Attendance by members of your Club are approved by the BSA NSW Club by way of this invitation, however be sure to have your attendance noted by the BSA NSW Club's Club Captain Victor Terry on Ph: 0408 286 434 otherwise your ride could be illegal and may nullify your insurance cover.

For additional details and application forms for runs and rallies, please contact Craig Greene, BSA NSW Club Secretary on email: secretarybsamccnsw@gmail.com or Ph: 0404 052 696.

Don't forget the regular 3rd Saturday Run

Any queries on runs, please call the Club Captain, Victor, on 0408 286 434

WELCOME TO THE 55th BSA INTERNATIONAL RALLY 2018



The BSA Owners of Victoria, take great pleasure in inviting all of you to Victoria, AUSTRALIA for the BSA International Rally 2018. The Rally will be in Halls Gap, in the scenic Grampians National Park. Rally arrivals are scheduled for Friday, 9th November, and departures on Friday, 16th November. That means that a weekend will occur during the course of the Rally, and we plan to use that to our advantage.

Accommodation

Nestled in the foothills of the majestic Grampians National Park, and centrally located in Halls Gap, the Parkgate Resort (part of the BIG4 Holiday Parks group) offers you a great range of accommodation. The accommodation includes quality cabin, caravan and ensuite sites for a fantastic family holiday in a safe, inviting and relaxing atmosphere.

There is also OFF SITE Accommodation in close proximity to the Parkgate Resort. Halls Gap Gardens park have offered a 10% discount for the week to all rally goers. Halls Gap Gardens has similar facilities and is a short distance around the corner from Parkgate Resort.

With a range of accommodation options to suit all budgets and situated in some of nature's most breathtaking scenery, you can be assured of a memorable holiday experience so enjoyable... you'll find it hard to leave. Facilities include: Family Bathroom, Disabled Bathroom, Go Karts (unpowered), Pool (Salt Water), Basketball, Beach Volley Ball, Games Room, Giant Jumping Pillow(s), Playground, Tourist Information and/or Bookings, Cots & High Chair Hire. Motels and villas are also available nearby.

The accommodation has been reserved for the BSA International Rally 2018, and the campground has agreed to offer group booking rates for our event.

Location

The Grampians National Park, is a national park located in the Western region of Victoria, Australia. The Grampians mountain ranges are also known as Gariwerd. The national park is situated between Stawell and Horsham on the Western Highway and Dunkeld on the Glenelg Highway, 260 kilometres west of Melbourne. Proclaimed as a national park on 1 July 1984, the park was listed on the Australian National Heritage List on 15 December 2006 for its outstanding natural beauty and is one of the richest indigenous rock art sites in south-eastern Australia. The Grampians feature a striking series of sandstone mountain ranges. You can expect to find beautiful country roads, trees bushland, and the wine country. Down town Halls Gap is conveniently close, and the Rally site gives access to rural roads for pleasurable riding. Average temperatures during November are 14C (low) to 21C (high).

Booking for the rally will occur in two(2) steps

Step 1 - Rally Fee

Rally entry and registration will ALL BE DONE ONLINE with the BSA International Australia:

NOTE: The booking window for this will open from 7th December 2017.

www.trybooking.com/305875 , make your selections, then scroll to the bottom and select [NEXT]

Complete your transaction. Note AUD 0.30 booking fee.

Step 2 - Accommodation

Booking accommodation can be done directly with Parkgate Resort NOW via email or phone.

All accommodation has been blocked out exclusively for our event.

You will need to book for the entire event that is, Friday 9th November through to Friday 16th November.

There is no provision to book single days or short stays during the duration of the event.

Please contact Parkgate directly via email or phone to finalise your arrangements.

The minimum accommodation booking is:

Arrivals Friday, 9th November, 2018

Departures Friday, 16th November, 2018

stay@parkgateresort.com.au, or

PO Box 80, Halls Gap Victoria 3381, or

TEL +61 (0)3 5356 4215 , or

FAX +61 (0)3 5356 4472 , or

with other offsite accommodation, motel, B&B, private caravan (RV) rentals.

Information. More information and details will be forthcoming, along with the schedule of events for the week. Updates and announcements will also be available at the BSA International Australia's Facebook page and website as it develops. Other details or enquiries can be directed to:

BSA International Rally, PO Box 2400, OAKLEIGH, Vic, AUSTRALIA, 3204

RULES OF THE 55th BSA INTERNATIONAL RALLY 2018

1. The Rally shall be known as "The 55th BSA International Rally 2018."
2. The Rally shall be open to all members (and their families) of any BSA Club as recognized by their respective club roster of members.
3. All participants are expected to attend with a BSA motorcycle.
4. Any person wishing to attend without a BSA motorcycle may do so only if they have permission from the Rally Committee. Such permission shall only be given when the Committee rules that there are acceptable extenuating circumstances.
5. Only BSA motorcycles will be allowed on the Rally field, on Rally rides, or in the Line-up for display. Non-BSA motorcycles must be kept offsite or in an area designated by the Rally Committee.
6. All vehicles brought onto the Rally site, including bike trailers, must be placed in the appropriate place as directed by the Rally Committee, and must not conflict with camping or other Rally site activities.
7. Attendance at the rally is by pre-booking only. Members booking after 11th August, 2018 will be subject to a 10% surcharge. Members arriving without pre-booking will only be allowed to stay after all pre-bookings have been taken into account, and will be subject to a 20% surcharge.
8. The Rally organizing committee reserves the right to refuse admission or to deal with misbehaviour in any way they see fit.
9. All rules of the campsite, including health and safety requirements, shall apply to all Rally participants, and shall be treated as rules of the Rally.
10. Submission of a signed Rally booking form shall constitute acceptance of these rules and adherence to the rules is a condition of participation.



For Sale

BSA B Series 8 inch half width front hub. Alloy brake plate needs minor repair. Never to be repeated bargain basement price \$100. David Lewis, 02-96306304.

Bantam 125cc 95% complete, not seized, missing exhaust, Mitch mitch.tracy@hotmail.com

1955 B33 well sorted, upgrades and recent rebuild, better now than ever. No Tyre Kickers. Suit genuine motorcycle rider. Many spares \$ 6500 ono Andrew Nichols 0417324476

1914 Triumph project for sale.1914 frame, motor, wheels, tank, gearbox. Lots of other bits, some salvageable others for patterns only. Wheels, guards, frame bits, boxes of various parts. \$8,000 ono. Call Eric 0430226349.

1970 A65 Lightning. SRM 750 kit + oil pump. \$15,000 spent. Negotiable price for BSA Club member. Phil Frazer 0410 993 209

1962 Big Valve Super Rocket, Eng# DA10R6003, Vin# GA7 21271.The bike is totally rebuilt and just completed a 250 Miles running in procedure.The motor is fitted with a twin carb by BSA head and performs brilliantly. I am asking \$16000 o.v.n.o. Ph 0439831171 Qld..Mooloolaba.4557.

Wanted

Chasing **head and head bolts** for M35-11 600cc ohv twin port sloper. Robert Dick spanner_bsa1962@hotmail.com

If you would like a trawl down memory lane, through the ups and downs of the BSA Club of NSW, then the **Banter CD** is for you!
It contains all (or as many as have survived) of the Club's newsletters from 1979 to the present day, ranging through the forefronts of technology from Fordigraph to laser printer. 191 issues of unadulterated news, gossip and stories.
See the nostalgic articles, the spares and bike prices, the spelling, the crap cartoons and jokes!
Not to be missed and available for \$5.00 postage.
To order, just email the Editor (see page 2).

Also available on CD are the Goulburn Rally photos. \$10, proceeds to the Club. Contact Andrew G. via The Editor.

Bill Green



BSA M20 Spares bought and sold
Specialising in M20 spares only.
bbg34@bigpond.com

Send self addressed envelope for list. Phone 0419 280 650
PO BOX 750 KELLYVILLE NSW 2155 AUSTRALIA

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.com.au

Also For Sale

1967 (or '69?) B40 BSA Rough Rider for restoration, mostly complete & standard, owned 35 years

New piston & rings, new valves, guides, springs, main bearings & little end, all original frame, wheels, tank guards etc, original handbook etc.

Mostly complete, missing are the muffler, headlight brackets, handlebars, & a few sundry items. Have the seat & chain guard.

Asking \$1500 ono. Email tezza821@gmail.com

Or phone 0421898568



(Second last B40RR made?)



CLUB REGALIA

The Club provides personal club name tags to members at a nominal cost. The example shows the club badge mounted on a dark green background. The tag is fixed by a pin attachment on the back. If you would like your personal name tag, please send \$7 and your preferred name posting to the Club PO Box on page 2.

Club T-shirts available:

Deep green with yellow Club logo (sizes S - 4XL)

\$15 - financial members

\$20 - non members

Badges alone are \$8, patches \$6 and bumper stickers \$3.

Postage \$9 for tees, sticker/patch \$3, sticker/patch/badge \$6

Contact the Editor on 0408 640 542 or bumblebeza@bigpond.com



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