

The BANTER

The Journal of the BSA Motorcycle Club of NSW Inc



Meetings:
8pm, 1st Thursday of each month at
Prospect Hotel,
3 Great Western Highway, Prospect

Vol 39 #1 Jan-Feb 2019

SHEDDING TIME

We lost another Club member just before Christmas, Keith Greenland, Member 0702. Keith had a rough 2018 with a lot of illness, but managed to make several Club meetings. Our condolences go to his family. We have also posted Trevor's eulogy to Brian, which Trevor read at the funeral, which was very well attended by family and Club members.

On a slightly happier note, there have been some well-attended rides this summer, with the joint NOC-BSA Kulnura run coming up on April 7.

While investigating my scruffy storage area, I have decided that I have rather too many spares filling up useful space. You know the sort of thing - a bargain bought at a swap turns out not to fit very well, or is the wrong model, or a 12 volt for a 6 volt bike, or seemed like a great idea at the time but somehow never got used...

Anyhow, next issue I will post quick and dirty pix and descriptions of some of the items. After discussion with the Longest Members, I have decided the best way, if a buyer surfaces, is to bring them to the following Club meeting for pickup.

If this works, it may be the start of a new type of Ebay!!

Mebbo the Ed

MEMBERSHIP RENEWAL 2019

Present 2018 membership finished December 31. The simplest way to renew your Club membership is:

The website - www.bsansw.org.au. You can download the renewal form and go paper + cheque, or simply do a direct deposit from your bank account to the Club via the details on the renewal site. NO NEED TO REGISTER on the site.

We do like to get a renewal form (one is attached to the October 2018 electronic Banter email), but if nothing in your details has changed, simply pay by bank deposit and include your name on the transfer, or pop me an email.

BSA Club of NSW
BSB 012559
Acct 563879231

You can still pay at a Club meeting with cash or cheque. Make sure Vic or I record your donation ☺

Remember, If you are non-financial, any BSA NSW Club-supported insurance is not valid and bikes registered via BSA NSW club Conditional Registration are considered unregistered. **Be warned, the RMS has issued a new conditional rego form, which Trevor will be distributing to Club "Scrutineers".**

Membership Mebbo
bumblebeeza@bigpond.com

BRIAN MOFFATT
Lifetime Member 9804
Clubman of the Year 2013

They say that you don't really know the value of anything until it is gone.
They say when a close friend dies, a little bit of you dies with them.

And both of these are more than true in the case of Brian Moffatt.

My mind can not help but go back to our first meeting at Lindfield where Mark and I shared a house. A bloke had rung up saying he was retiring soon and had just finished rebuilding a Gold Star so he wanted to join the BSA Club. Great we thought, another middle-aged, born-again biker, who can now afford the bike he lusted after in his youth that his body will no longer be able to ride.

That preconception could not have been more wrong if we had tried. We suggested he come along on a ride first and see if he fits in. So it was, that Mark and I heard the unmistakable burble of a Goldie on overrun coming down Karana Ave, followed by the full throat roar as the throttle got opened up to climb the very steep drive, a full 1/2 hour earlier than the agreed time. What we did not expect to hear was the crash, bang, thud as Brian and his B32 tumbled down the front lawn.

Thus my very first vision of Brian was a bike rider of the 40s, jeans, jacket, boots & scarf, base over apex with his bike on top of him. We rushed down to rescue them both and Brian insisted he was fine but would be better after a cup of tea. Brian was always better after a cup of tea, he could have two broken legs & a punctured lung, but he would be right after that cup of tea. The same could not be said for the bike which sustained a broken clutch lever & cable in the fall.

So he had his cuppa & we made up a new cable for the somewhat foreshortened clutch lever. He decided that he did not want to burden the group by riding with a broken lever and further more steadfastly refused a lift back home in the van as he did not want to inconvenience either of us, that was the nature of the man he was. After the ride we rang Brian to check that he got home alright and that was the first of many long & informative phone calls I was privileged to have with him over the following years.

He said that his riding days were strictly limited and he wanted to get as many miles under his wheels as he could, while he could. And this is exactly what he did. There was no ride too short, too long, no day too hot, too cold, too wet, too windy to stop Brian being there at the starting point. In the years I have known him the only time he

turned down a ride was when it clashed with a family event for while he was a committed rider, he was a more committed family man.

For Brian, it was not the destination, it was the ride that was important and in that we were as one, very often riding as a pair at the tail end of the group, simply enjoying a day out on our Beesas, not caring when or if we got to the destination, it was all about being on the bikes. Thus we were kindred souls, united in love of BSAs in a relationship that was all about the bikes and, hopefully, riding them.

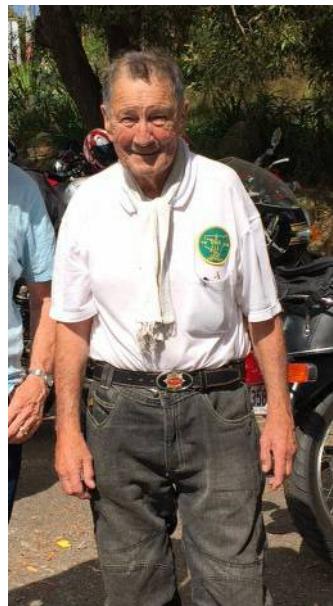
Brian carried a voluminous tool kit which I used to tease him was there for ballast as in the many years we rode together I can only recall one time that he needed to use it and that was at Thirlmere with Brad on the back and a pair of new fuel taps fitted with neoprene seals that had gone to jelly. On the other hand, he was quick to dive into the said same tool kit whenever any one needed mechanical assistance. And true to his nature, it did not matter whether he liked or loathed the recipient of his spanner work, all that was important was there was a fellow motorcyclist on a BSA who needed assistance. In fact he did not limit his helpfulness to either BSA riders or Club members as many a time he would pull over to see if a total stranger was in need of assistance.

Thus the classic motorcycling fraternity and in reality motorcycling in general have lost a true gentleman and will be all the worse off for his passing.

Should one be asked to sum up Brian in as few a words as possible it would be to help all and hinder none.

May he rest in peace.

Trevor



On the Boundary - Wisemans Ferry

10th February, 2019

The meet was at the Kellyville Macca's and there were a large number of other bike groups meeting illustrating the diversity and friendliness of our fraternity. One group with a very nice rigid 50s Triumph Thunderbird were having difficulties; this apparently normally ultra-reliable machine decided it didn't want to play on Sunday. The owner went off to pick up a trailer to get it home leaving his son to stand guard who remarked they would probably still ride on the day as his dad had another ten bikes at home.

Victor's Gold Flash attracted some attention from another multi-bike owner who had just acquired a deceased friend's Gold Flash, in bits, and was checking Vic's to see how various parts fitted and determine what had been lost. He was encouraged to join the club.

All this discussion delayed the planned start a little but by 9:00am we hit the road, Victor led off on the Gold Flash followed by Mark on his BSA Rocket 3, Bob on his Enfield Bullet, Alan on the Yamaha SR500, Simon on his Moto Guzzi and Doug on the Triumph Scrambler.

Fortunately a cooler start than most recent days; we headed north up the A2, Windsor Road, and turned right onto Boundary Road then left at the first roundabout onto the Old Pitt Town Road with a pleasant ride along the edge of the Scheyville National Park. There is a staggered crossing at the Scheyville road, left then right to stay on the Old Pitt Town Road which we followed up to the Cattai Road Junction where we took the sharp right to continue our journey northwards past Riverside Oaks, where the road changes to Wisemans Ferry Road. The whole journey had been very peaceful once we were off the Windsor Road with an almost total lack of traffic and the road past the small farms and country properties was enjoyable if undemanding. So much so that Doug taking the tail was woken from his blissful daydreams as a Hayabusa scorched past only for it to be trapped in the middle of our peloton for a few klicks before he turned into one of the properties along the road. Maybe he was just amused to ride with the old farts and their machinery for a while.

We arrived at Maroota and turned left onto the Old Northern Road, the bike traffic increased and we acquired a couple of Harleys on our tail as we enjoyed the tight bends down into Wisemans Ferry. Bob had a sphincter-tightening moment as the

fixed foot-pegs on the Enfield came desperately close to the Armco on one of the bends but fortunately close but no cigar so we all arrived safely at the café in the park.

Closer to lunch than morning tea we were all ready for refreshments and sustenance which we enjoyed in the shade; the day had by now warmed significantly. The conversation embraced overpopulation, scarcity of resource, global warming and the future of the world and having reached no conclusions or recommendations we finished up our coffee and bacon rolls and decided to head back.

We initially retraced our tyre tracks but continued down the Northern Road toward Dural, Mark bid farewell and took the Galston Road Home. Bob split off towards Castle Hill and the rest of us separated at Pennant Hills Road for our urban journeys. Home by 2.00pm with enough of the day and the fine weather to enjoy, thanks to Victor for the Boundary Road/ Old Pitt Town Road route which proved to be an excellent and fresh part of the ride to Wisemans.



Losing my Motorcycling Virginity to BSA

I left technical school in Luton in the UK at sixteen years old in 1960 and started a technician apprenticeship at George Kent Ltd, whose principle activity was the Process Measurement and Control, an industry which has kept me busy and interested for most of my working career. Around the same time I discovered I had a Post Office savings account into which someone had put the amazing sum of ten pounds when I was born.

Motorbikes had been fascinating me for some time by then but were not considered healthy by my parents. My three years older brother and my dad were into playing with the old cars they both had at the time. Asking around I found one of my friends knew a guy living in a caravan in Caddington, a village about 25kms from home who had a motorbike for sale for ten pounds. I cashed out my Post Office account, got on a bus and went over to see it. It was there under an old tarp amongst the weeds. I had little idea what I was looking at, I never saw it run or asked any intelligent questions but it said BSA on the tank and that was enough for me to part with my money.

The guy rode it over to my home later that week and it arrived before Dad got home from work. Mum was a bit shocked, first that I had cashed in the PO money and second that I had bought a motorcycle with the money. However she contained herself and waited for Dad. He was a bit more direct in his objections but as he had no experience of or time for motorbikes he was pretty sure I would be killed by it, but there it was now in the garage. Brother John decided to join the discussion/argument and said, "Why were you allowed a motorbike when Dad had said I couldn't" to which I answered, "Because I didn't ask".

There was a bit of sulking all round, then the rules changed and it became "you cannot ride it without a crash helmet", (not compulsory at that time), to which I ungratefully replied "OK you can buy me one Dad", which he did. I picked a Cromwell helmet which had just become the newly fashionable Bone Dome, open face design which replaced the earlier pudding basin style and cost a lot more money. I am sure I saw him wince but he paid up, good old Dad

I painted the tank bright red over the chrome side panels which were still in good condition and the cycle parts in light grey. The wheels and frame were black. Of course. John and Dad could not ignore it for long so gradually after sly looks and odd comments they started to get in on the act checking out the engine and moving parts



My fabulous C10

The bike in question was a 1940 something BSA C10 which meant it had a side-valve engine and no rear suspension. This didn't mean much to me at the time but it meant it was a very pedestrian machine and ideal for a beginner. It was looking very tired so straight away I stripped and painted it. I had learned enough from watching my brother brush paint cars with Valspar enamel, using several coats and rubbing down between coats with wet and dry emery paper and a final rub down with cutting compound before polishing.

which at that stage I knew nothing about. I was both glad at my acceptance into the club and annoyed at the intrusion into my project however they made a positive contribution in several areas. One thing Dad did was to decide that the front brake cable looked much frayed at the nipple so he detached it and soldered it back onto an unfrayed part further back.

I got a learners license and then came the moment of truth. I had never ridden or had advice from anyone who had ridden a motorbike before. Dad and John just watched as I managed to sort out the controls and ride off. It seemed simple just like a push bike without the effort. I rode around our village getting more confident with each minute and I was out and feeling like a real dude until I came to a T junction with a car coming down the main road. I pulled on the brake and clutch, still with that push bike mentality in my head, and watched the nipple ping off the end of the front brake cable. The C10 continued its forward motion in front of the oncoming car. Fortunately he braked and I rode up the opposite grass bank, narrowly missing falling off and back onto the road. I stopped as did the car and I explained the situation to the driver who was quite shaken by the proceedings and I rode home with the knowledge that motorbikes had a foot brake as well firmly riveted into my brain.

I only reported the loss of the nipple to the waiting family fearing a full description of the events could terminate my embryonic motorcycling career. The lesson learned, I bought a new cable. This now became my workaday transport and I could hold my head up against the Bantams, Franny Bs and other apprentice bikes that populated the bike shed. Later the C10 gained a leopard-skin seat cover and a small Perspex screen which I fabricated with a racy girlie transfer on it. I am sure these modifications gave me another 5 mph top speed!

I graduated from L plates first time with a few circuits of roads around the Luton Test Centre. As part of the test the examiner jumps from hiding and waves his clip board for you to do an emergency stop. There was always someone whose friend knew a guy who was taking his test when the Tester jumped out in front of the wrong bike and got run over - almost certainly an urban myth but a good tale.

The C10 served me well for about six months until I sold it to upgrade to a racier beast.

Doug M

Shoalhaven Classic Motorcycle Club Inc.

Berry Charity Bike Show

All profits go to



yumaro
Improving lives together

Employment and Support for people
with a disability in our community

Also known as 'Millsals', 157 Warden St, Ulladulla

Sunday 5th May 2019 Berry Bowling Club

Trophies, stalls, raffles, sausage sizzle

Registration 8am/12pm Judging 12:30 Presentations 1:30 pm

Entry in display \$5 per person any number of bikes

Public entry gold coin donation



Categories

Best Classic European; Best Classic British; Best Classic Asian;

Best Classic American; Best Classic Modified; Best Ladies;

Best Kids; Best Competition; Best Modern; Best Dirt/Trail Bike;

Best Sidecar; Oldest Bike; Unrestored; Bike of The Show

2019 All British

Bookings are now being accepted for the 2019 All British Rally, which is set to be even better than 2018.

Reserve your place at
<https://www.trybooking.com/book/event?eid=396105& .>

The rally is again at Newstead on 26th to 28 April. Which gives you time to finish off the rebuild or prepare your bike. We look forward to seeing you there, sharing your stories with old friends and new.

Gate Prize

'55 G80 Matchless

(Ok, not a BSA but nice.)



Miscellaneous Pix and Bits

Steve, Tony and Neil at the 2019 Taree & District V & C MCC Rally at Hallidays Point with Steve's (newish) 1967 MK3 Spitfire.

Roads, people, food and weather were fantastic and a great area to have a rally. Very scenic around the Myall Lakes and up over the old O'Sullivan's Gap road to Wootton. Great riding area!

Pete



Michael L's 1954 C11 - tasty!
He says Kmart has new stock of
BSA Tshirts.



Surfside garage run, 17 February

BSA M.C.C. of NSW MEETINGS

Minutes of the ORDINARY GENERAL MEETING of 6th December, 2018

The Ordinary General Meeting was held in the conference room of Prospect Hotel/Motel, Prospect, NSW. The meeting commenced at 8.35 pm and was chaired by Mr Peter W.

Attendance: Present were the following members :

Brian M, Peter W, Trevor H, Victor T, Joe W, Shane P, Jim F, Mark F, Doug M, John M, Joe B, Paul A, Rob M, Steve M.

Visitors present: Nil.

Apologies: Apologies received – Craig G, Conrad B.

Minutes: Minutes of the ORDINARY GENERAL MEETING of 1st November, 2018 were considered read. A motion to approve the minutes was put forward and carried.

General Business:

1) New Members: One [1] new member for this month, Brendan G.

2) Welfare: Reported that Ian Willey has been knocked off his bike. No details.

3) Memberships: Reported that as of 1st December 2018 that there were 106 financial members.

4) Treasurer's Report: Total available funds, as of this month, were \$6,400.00, plus cash. Payment this period for affiliation fees to Motorcycling NSW.

5) Correspondence:

Mail (in and out)

Letter received from Motorcycling NSW for positions to be nominated and fill.

Email_(all emails issued by the Secretary to the member email distribution list)

6) Magazines received: (Hard copy only – refer mail out lists fo ALL mags)

CMCC Clatter December/January, Macquarie Towns November, Newcastle Classic Bikes November/December,

7) Regalia: Advised we have sold two (2) T Shirts this month. No further reports avail.

8) 2019 National Rally in S.A.: Will be held on 25th October thru 27th October at the Hahndorf Resort in the Adelaide Hills. The Resort is 25 klms or 28 minutes,from the centre of Adelaide. ALL bookings to contact tel 1300763836.

9) Ride reports: Joe W gave a quick report on the Breakfast Torque gathering and the poor attendance by BSA Club members for this event. The Club has made a commitment, at this stage, to have a better presence at the 2019 event.

10) Upcoming rides:

- 1) 9th December to Robertson – meet at Crossroads at 8:30 am.
- 2) 22nd and 23rd March ride to Walcha for a check on the 2022 Rally

site and rides.

11) 2022 National Rally :

Following info is still current and ongoing for this month :

Rally has been listed for the Walcha area. Discussion now around if we should also investigate the Foster area as a possible alternative site. The Foster idea has been shelved. No more discussion on this alternative. Need to contact Neil on Nth Coast to organise a ride/visit 22nd and 23rd March 2019 to check rides, locations etc to start the planning and organisation process.

Trevor H to confirm and advise on March ride.

General Business :

NOC asked, at the combined Xmas Party, if the BSA Club could nominate some members to work with their Club on combined rides and functions.

Attending members were asked to nominate and three (3) members being Joe W, Jim F and Doug M raised their hands.

These BSA Club members will liaise with their counterparts in the NOC and advise on proposed combined rides/events at our Ordinary General Meetings.

There being no further general business, the meeting closed at 9:30 pm.

<http://www.vcmcc.org/annualrally>



The Veteran, Vintage and Classic Motorcycle Club of ACT Inc. 42nd Annual Rally (Canberra Day Long Weekend) 9-10 March 2019

at the

ibis Styles Canberra Eaglehawk

1222 Federal Hwy Service Rd, Sutton NSW 2620, Phone: (02) 6241 6033
(located just off Federal Highway, north of the ACT border)



RALLY SCHEDULE

Please note the closing date for entries is

Friday 22 February 2019.

If you do not have your entry form in by then, you will attract a late fee of \$10.

Similar to other years, late entries may not be eligible for any awards, badges or meals.

This year's Rally will be a two day event, with arrivals welcomed from Friday 8th, and riding from Saturday 9th. In addition to welcoming our regular participants, we are offering a special welcome to riders and owners of "Classic Four Cylinder Motorcycles" and celebrating 50 years of the Honda CB750 Four.

All roadworthy motorcycles, from Veteran through to Modern, are eligible and welcome to enter this Rally.

Route maps for the rides will be available at <http://www.vcmcc.org/annualrally>



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

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

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

BSA B40 350cc motorcycle in full military colours for sale, if any of your members are interested in it, I would be happy to hear from you, and if you have any idea of price, I would be thankful. Best Regards Les Rundle 0248836479 lrundle@bigpond.com

1947 M20. Rigid, teles. My boss has a 1947 500cc BSA for sale and he would like \$5500neg it runs but needs service. Shane Boon shanedarrellboon@hotmail.com

Wanted

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

1 x rear hub cone (adjusting) part number 29-6153. I have enclosed two photos as a reference. I've looked on line but none of the usual parts suppliers seem to have one. For '37 B21 Sports Any assistance would be appreciated. Evan, willey167929@yahoo.com



CLUB RUNS

Meeting places:

Prospect Hotel	3 Great Western Highway, Prospect
BP Asquith	Corner Pacific Hwy and Jersey St, North Asquith
Watertower of	Wood Park, small lookout carpark on Hume Hwy westbound at intersection Stacey St, Bankstown
Caltex Heathcote	1344 Princes Hwy, Heathcote, south of railway station
McDonalds Kellyville	Corner Merriville Rd and Windsor Rd, Kellyville
Luna Park	North Sydney
St Ives Showground	Mona Vale Road, St Ives
Crossroads Hotel	Cnr Camden Valley Way and Campbelltown Rd (end of old Hume Hwy), Casula

2019 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.**

6th January	Patonga meet 8.30am BP Asquith.
10th February	Wisemans Ferry via Pittown, return Wilberforce meet McDonalds Kellyville 8.30am
17th February	Coffee Surfside Garage Winbourne Rd Brookvale meet 8.30am St Ives Showground.
10th March	Berrima via Picton meet Xroads Hotel 8.30am
7th April	BSA/Norton Gathering Jerry's café Kulnura meet Asquith 9am.
5th May	Wollombi Cessnock This could be an overnite destination at Bellbird Hotel
9th June	Kangaroo Valley via Berry 9am Watertower 9.30 Heathcote
7th July	Wascoe Siding - family day out. meet 9am Maccas Kellyville and Agnes Banks 10am
4th August	Cottage Point meet 9am St Ives Showground –a short ride.
8th September	Oaks Via Wallacia and Silverdale then Picton meet 9am Prospect Hotel.
6th October	Colo Heights via Pittown, Sackville Ferry, Lower Portland 9am maccas kellyville.
October TBA	BSA/Norton gathering Stanwell Park Beach Reserve.
3rd November	Bundeena via Helensburg meet watertower 8.30am Heathcote 9am.
24th November	Xmas Party with Norton Club Midday, put it in your diary now no excuses!
8th December	Bilpin meet Maccas Kellyville 8.30am

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 the Secretary, BSA NSW on email: or Ph: 0408 286 434

Don't forget the regular 3rd Saturday Run

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

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

NEWS FLASH!!

If you want to buy any of Bill's stock, go to the Club website and look under "Buy and Sell"

calculate your cheapest greenslip >

greenslips.com.au

COB'S CLASSIC SPARES

Peter Smith

- Reproduction
- New Old Stock Email: cob.smith@bigpond.com
- Used Parts Phone: 02 6553 9442 after 7pm

For British Motorcycles Only

www.cobsbritishcyclespares.com



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 push 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 bumblebeeza@bigpond.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 11).

Club Officials & Contact Details		
President	Peter W	0432 322 980 president@bsansw.org.au
Vice Presidents	Denis	4421 7857 dnulrick@gmail.com
	Terry	0407 708 925 sidecar44@outlook.com
Secretary	Vacant	secretarybsamccnsw@gmail.com
Permit Registrar	Trevor	0408 282 243 bsansw1@tpg.com.au
Assistant Secretaries	Tony K (South Coast)	4421 6591 tkeene@dodo.com.au
	Terry (Newcastle)	0407 708 925 sidecar44@outlook.com
	(North Coast)	TBA
	John M (Membership)	0408 640 542 bumblebeeza@bigpond.com
Treasurer	Victor	0408 286 434 feelixthecat@optusnet.com.au
Editor	John M	0408 640 542 bumblebeeza@bigpond.com
Public Officer	Paul A	0411 596 687 partycharters@optusnet.com.au
Club Captain	Victor	0408 286 434 feelixthecat@optusnet.com.au
Assistant Club Captain	Doug M.	0448 282 361 douginaus@live.co.uk
Regalia	Vacant	Trevor and Mebbo holding the fort.
Machine Examiners ("Scrutineers")	Victor (Inner West) Paul A (Hills) Peter H (N Beaches) Terry (Hunter) Neil (North Coast) Tony (Crookwell) Conrad (South Coast) Denis (Shoalhaven)	0408 286 434 feelixthecat@optusnet.com.au 0411 596 687 partycharters@optusnet.com.au 0410 490 954 craft@bigpond.net.au 0407 708 925 sidecar44@outlook.com 0414 560 265 ttouchwood@yahoo.com.au 0423 975 221 willet457@gmail.com 0487 773 150 cboreham@bigpond.net.au 4421 7857 dnulrick@gmail.com
Welfare Officer	Peter W	0432 322 980 president@bsansw.org.au
Webmaster and Asst.	Andrew G / John M	www.bsansw.org.au
Sydney - P.O. Box 4023 Homebush South 2140 Nowra/Shoalhaven - P.O. Box 3323 North Nowra 2541 Mid-North Coast - P.O. Box 169 Lake Cathie 2445		

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

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QBE INTERNATIONAL

FESTIVAL OF SPEED

14-17 MARCH, 2019
SYDNEY MOTORSPORT PARK

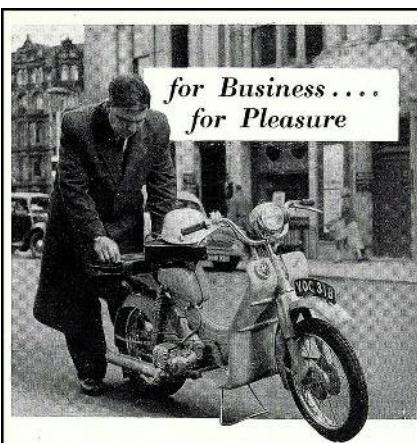
Event tickets & event info visit INTERNATIONALFESTIVALOFSPEED.COM

The 2019 QBE International Festival of Speed at Sydney Motor Sport Park from 14-17 March will feature the world's best motorcycle racers and international classic motorcycle riders compete for the inaugural QBE TT Cup.

This year's festival will be held over four days and will be for RHMPS accredited Spectators only, using the main grandstand and viewing areas for an individual ticket. Prominent international stars John McGuinness, Michael Dunlop, Bruce Anstey and Jeremy McWilliams. Round One will be held on Friday, with two more on Saturday and one on Sunday.

Plus:

- 50+ event race program
- Over 400 classic race bikes
- Trade stands
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The GB BSA Owners Club warmly invites you to join us for the 56th International Rally. The venue is the Fire Service College, Moreton in Marsh in the picturesque North Cotswolds.

Contact: Andy Lorenz, Rally Secretary email: international@bsaownersclub.co.uk
www.bsaownersclub.co.uk