

# The BSA BANTER





**200 Mile National Champion Bobby Hill and his wife Nancy smile after Bobby won top cycle race on his B.S.A.**



**Bobby Hill on BSA "Shooting Star" Crosses the finish line in 2 hrs. 7 min. 22.70 sec. to capture top honors in 200 mile at Daytona on his dependable B. S. A.**

Wins!

**FIRST FIVE**  
**PLACES IN 1954**  
**200 MILE**  
**NATIONAL MOTORCYCLE**  
*Championship*



**Dick Klamfoth on BSA "Shooting Star" streaks along Daytona Beach winning 2nd place in 200 Mile National Motorcycle Championship in 2 hrs. 7 min. and 42 sec. on his "Frying Beerd"**



**Albert Guster West coast BSA star relied on his powerful BSA "Shooting Star" to bring him victory by taking 4th place in the grueling 200 Mile Race at Daytona Beach.**

**NEVER IN THE HISTORY OF MOTORCYCLING DID ANY MANUFACTURER WIN SUCH A**  
*Complete Victory*  
**AS DID BSA AT DAYTONA BEACH IN 1954!**

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In The West 3007 B2302  
 2044 Brookway, Mill Valley, Calif.



**Ken Eggers and his very reliable BSA "Shooting Star" finished 5th in tough 200 Mile motorcycle race.**

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



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## EDSHED TIME

I'm sure everyone has been putting this COVID-time to good use with days of productive shed-work - see the Pres' electrical wizardry on P7. I'm impressed (I still haven't worked out how a relay works!).

The cover story is about one of the nicest and best-liked BSA, the A7 Shooting Star, in that marvellous metallic aqua-green colour, and its finest hour at Daytona in 1954.

We also have some wise words from El Presidente on "gatherings" in this weird world of today. Border controls and lockdowns are affecting all sorts of our pastimes, including the 2020 National Rally in Q'land - Locals Only, thank you!

Although I may have mentioned my lack of skill in the rattle spray-can area, I have now decided to build a modest spray-paint box. This will consist of a large cardboard storage box, suitably cut and shut, a computer fan to suck out any nasties and a twirly thing through the top to rotate paint target. Made a small version years ago and it worked surprisingly well in eliminating the biggest bugbear of my garage - DUST! So lots of wet and dry and tack cloth in my future.

If you are participating in a personal ride (exercise only of course) and happen to run into other like-minded souls, remember - Social Distancing and let Victor buy the coffee. Shed ON!!



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## BSA/NOC Open Day Information

I have spoken with Ben, from the NOC, today, 30th August, around the 'issues' with the proposed open day at Stanwell Park on the 18th October.

Due to the **current** restrictions on public place groups, we have agreed on the following -  
**1)** The NOC/BSA Open Day for the 18th October, 2020, as organised by the respective BSA MCC of NSW Club and the NOC, has been cancelled, at this time, as an **official authorised** Club ride/meet.

This is due to the restriction on numbers of people from one (1) group, or organised groups, allowed to congregate in a 'Public Place', being twenty (20) maximum. Yes, you can have over twenty (20) riders on any given ride. The larger number of riders can ride to a club or hotel that has COVID Plan approval and follows social distancing requirements.

But, and here's the sting, it is NOT a Public Place!

If the large group stops at a park or any public area, they are then in contravention of the current restrictions.

**2)** If a number of the BSA Club members wish to have a RIDE on the 18th October and happen to go via Stanwell Park, then they do so on their own volition.

**3)** Due to the fluidity of the current COVID situation and the regulations/restrictions around numbers etc, we will continue to monitor the Government position.

Fingers crossed (technical term!), there may still be an opportunity to declare the Open Day as OPEN!

Both Ben (NOC) and I will be in communication and will advise asap if the situation changes.

Everyone, the above has to be observed by the BSA MCC of NSW Inc to ensure we, as a Club, are not breaching the current COVID restrictions and subsequent LARGE fines!

All the best,  
Peter Wilson,  
Pres, The BSA MCC of NSW, Inc.

# THE BSA A7 SHOOTING STAR



In 1954, BSA introduced the upgraded 500 cc A7 Star Twin as the A7 Shooting Star (SS). It had a new swinging-arm frame, a hotter cam, and compression was upgraded from 6.6:1 to 7:1. Power was up to 30 bhp at 5800 rpm, with a top speed of just under 90 mph. The earlier models had a dark green frame and a separate carburettor manifold fitted to the alloy cylinder head. By the end of production in 1962 the BSA Shooting Star was the culmination of the development of the BSA A7, with a black frame with light green tank, mudguards and side panels, an alloy cylinder head, a duplex cradle frame with swinging-arm rear suspension, full-width cast iron hubs (the disliked "Ariel" hub) and 8-inch drum brake at the front with a 7-inch at the rear. This was the "sports" version of the A7, but nowadays is regarded as a "charming" and "un-stressed" motorcycle, rather than a hot-rod.

So what did BSA do with this mildly updated 500 cc twin. It had run an un-faired but tuned Star Twin at Bonneville in 1952, clocking 123.69 mph with Gene Thiessen on board, so they knew that it was an eminently tunable motor. BSA had entered the Daytona 200 in 1952, with some 13 factory and private Star Twins involved, with six finishing in the first 20 home. The decision was made to launch a serious factory-backed, but US dealer-operated, attack on the Daytona 200 in 1954.

It was considered that BSA had an advantage that year because the Harley Davidson factory had decided to not enter Daytona, opening the way for BSA to capitalise. Also, full-blown racing OHC motorcycles such as the Nortons, run out of the Indian factory, weren't competing due to lack of funds and a possible non-conformance law by US racing authorities. Additionally, the rules stated that push-rod motorcycles were, amongst other restrictions, limited to 500 cc, effectively keeping out the A10 and supporting the side-valve Harley/Indian contingent. It must be said that two years later, in 1956, Harley re-entered the fray, albeit with privateers, and won the event, but BSA still managed 2nd, 3rd and 4th (all Gold Stars), and BSAs were place-getters in later years in the '50s.

As in 1949, the dealers hired the local “gun” riders, including three-time winner Dick Klamforth and regular BSA riders Gene Thiessen and Tommy McDermott. In all, it appears they entered six BSAs, plus a couple of possibly privateers. Bert Hopwood thought it was three A7s and three Goldies, but Don Emde says it was more likely four/two. All the A7s were rigid rear ends, the famous “Daytona” rigid, except for Klamforth’s machine which was a swing-arm, apparently because they were short a rigid bike, so drafted in a production bike; Ken Eggers, another factory rider, remembered the swing-arm machine as a bit of a lash-up of a pre-existing frame and a Daytona motor. McDermott rode one of the rigid Gold Stars, apparently because that’s what he always rode and liked the lightness.



*View south over the old beach/road course, probably taken during practice as the turn hasn't cut up yet.*

It should be remembered that this was before the Speedway was built (1959) and was on the old beach/road 4.2 mile, 48 lap course. Half sand (Kiwis would have been at home!), then a bitumen straight road section. Back in the day, the winning average speeds were in the high 90mph range, actually higher than in the new enclosed Speedway when it was built due to the two long straights of the old course.

The race started with a H-Ds in the lead but the BSAs soon took over with the ex-Norton riders Klamforth and Hill swapping the lead.

Hill came out on top with the final order:

1. Bobby Hill A7SS rigid
2. Dick Klamforth A7SS s/a
3. Tommy McDermott BB34 Gold Star rigid
4. Al Gunter A7SS rigid
5. Ken Eggers A7SS rigid

It was BSA's finest result in the USA (OK, Dick Mann leading a trio of triples in 1971 was pretty good, too), but not the last that the States would see of the A7 and the Goldie. BSA were not to enter factory-sponsored A7 Shooting Stars in the 200 for another 12 years, although Gold Stars were regular place-getters during that time. A7 twins also entered the shorter 100-mile races with some success in the Fifties.

There is a lot of confusion in the literature and memoirs of the day, particularly the specifics of what and how many motorcycles BSA sent to Daytona, and even placings. I have relied on Don Emde's "official" Daytona 200 book, which claims to have accessed the Speedway's records. Other sources were Steve Wilson "BSA Motorcycles Since 1950", Don Morley "Classic Motorcycles - BSA", Bert Hopwood "Whatever Happened To The British Motorcycle Industry" and Norman Vanhouse "BSA Competition History".



*Ken Eggers and Bobby Hill with Ken's replica of his Daytona A7SS. Historic photos show the rigid A7 with a deep skirted rear mudguard, but this may have been dropped for the race due to sand problems.*

# 1971 BSA A65 OIF THUNDERBOLT SAGA (OR, HOW TO OVERCOME COVID BOREDOM!)

How to start (what I said when I got the B44VS!), so bear with me here.....

The A65 OIF was pulled into the garage some months ago to rectify excessive oil usage after being nicknamed The Tirpitz at the BSA International Rally at Halls Gap in 2018. The German WW2 battleship, Tirpitz, had a distinct honour of being able to produce huge amounts of artificial fog to hide itself. Sort of hints at what my A65 OIF was doing! Anyways, an engine pull-down revealed both bores were heavily glazed and have now been cleaned, honed, the head checked and new Black Diamond valves fitted. But, always a BUT, I decided to change a few items on the A65 that were either falling apart, looked dodgy or to improve the general operation and safety. Well, that's what I told myself to justify everything.

## **First –**

Replacement of the rusting and generally seriously ugly flat backed OIF headlamp assembly, along with the also ugly wire brackets that held it in place, sort of.

I had a spare standard headlamp shell along with some alloy brackets, but either I drilled the replacement headlamp shell to take the old light switch and warning lights....or, and as they say, a picture is worth a thousand words....



*New headlamp shell*

Yes, I already had an aftermarket instrument mount that was fitted years prior after the original holders, like me, sagged with age!

The new plate was cut and shaped to take the standard rotary light switch, orange indicator lamp, red oil pressure lamp and green high beam lamp. The bottom 'opaque' lamp is a battery and power condition monitor that shows different colours depending on charge.

All items are now easily visible and accessible and way more room in the headlamp shell.

Oh yeah, another reason I opted for the larger headlamp shell is because I am using a 18W/25W (equivalent) LED globe at 4,000 lumens (for the tech types). Much brighter, white light using less than a third of the power the old globe used.

Another problem I had with the flat back headlamp was the rubber gaiter at the rear which fouled the LED heat-sink and actually melted the rubber, well, plastic as there is very little actual rubber-made parts these days!

The A65 runs LEDs in the headlamp, indicators and tail/brake lights. Much brighter, far less power consumption, more resilient to vibration and will outlast me and the bike!

Only issue with running the LEDs is the electronic voltage regulator may have issues with excess heat dissipation and I may have to go to a Mosfet regulator.



*New brackets*

## **Second Part –**

OK, I have always wanted to organise the standard under-seat electrical mess of the A65 OIFs. But BSA, in their design wisdom, left very little space to get 'creative'.

So I removed the original tool holder tray and replaced it with a standard 3 mm thick alloy plate to mount the new electrical hardware.

The picture right shows the revised electricals. Now, I could have really gone overboard here with fuses etc, but kept it to a minimum.

Picture is front to rear and items are, from the right side of the bike – Fuse (5 amp) and normally closed 5 pin relay for the (now connected) ignition cut- off switch at the handlebar using the original Lucas switchgear.



Next in line is the Pazon Ignition box mounted on self-adhesive hook and pile tape which also acts as a vibration insulator.

Final, standard 4 pin relay is for the horn with fuse (10 amp).

Between the coils (under the white connector) is the Indicator Relay and beside that is the main circuit fuse (20 amp).

The battery has been fitted with a quick disconnect plug to allow for easy removal/work. In addition, if for any stupid reason I do not have a spare fuse with me, all circuits can be bypassed for a 'get me home' scenario.

Like I originally stated, COVID boredom has a lot to answer for!

Now, if I can only get my act together this week and get that engine re-built!  
Peter W.

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# Classifieds



## For Sale

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

**BSA B44VS High Level Chromed Header Pipe.** To suit early Round Barrel B44 with peanut style silencer. Does NOT suit 1969 square barrel models. Brand new, never used, needs a good home. Contact Peter W on mob 0432322980

**1926 BSA B2** 250cc Round Tank. Very good condition. A\$10,000 negotiable. Contact Julian Quayle [Julian.Quayle@ctfreight.com](mailto:Julian.Quayle@ctfreight.com)

**1967 BSA B40,** good condition. I have had the bike for 11 years and don't ride much anymore. \$4000. John Anderson (02) 4473 9874 or mobile 0427613261. [two.wheels@bigpond.com](mailto:two.wheels@bigpond.com)

**WD B40.** Partly restored. Bike was fully dismantled, new spares purchased including rear suspension, tyres and peg rubbers, handlebars, chrome exhaust and silencer. Nothing to buy just assembly. New seat, chrome exhaust and silencer, all new rubber including 3 tyres and tubes. Engine is loose assembled, bored with new piston and has spare heads and rocker boxes. Spares manual service sheets and Rupert Ratio books. Frank Crouch 0409850959 [frankcrouch@gmail.com](mailto:frankcrouch@gmail.com)

## Wanted

**A65/75 model BSA** to work on and teach my kids some real hands on work. I'm after a bike that's mostly there and not looking for a perfect restoration, more of a reliable bike I can start on a sunny day and two up with the boys. I'm open to look at other models if it above 500cc, but not after earlier models that require a lot of upkeep and not as reliable. Any help to keep me off the streets is appreciated. Bruce Kremmer [bruce.kremmer@optusnet.com.au](mailto:bruce.kremmer@optusnet.com.au)

**1925 Raleigh 800cc VTwin motorcycle parts wanted.**

Brampton Biflex forks (similar used on AJS & Brough Superiors). Flywheel with sprocket. Primary cover, Chain guard, Handlebar levers for clutch, throttle, air and advance and brake.

Front and rear wheel hubs and brake assemblies or complete wheels. Rear drum brake is a 7 1/2" ID 44T drum with 3 stud wheel mounting.

Contact Eric Steinhaus on 0430226349

**D14/4 Bushman** rear sub-frame. Locate one or possibly drawings on sub-frame to fabricate one. Stephen Leech [sandeleech@xtra.co.nz](mailto:sandeleech@xtra.co.nz)

**Small, clean BSA A65 Tank** to fit 72ish model. May swap a B44 alloy or a TR5T

**69-70 TLS front brake/wheel** (wheel preferred). Have comical front wheel to swap, or will purchase Phil 0403262786

**Bantam D1 or D3** in reasonable to very good condition. Must be roadworthy. Please contact 0407 605 742 [rolands@adam.com.au](mailto:rolands@adam.com.au)

**BB31 crank.** I'm hoping for some help, trying to build a YB31 rigid with BB31 engine. The crank I have is incorrect. Phil 0410704549



# 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

## 2020 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.*

**During the COVID-19 period, please check with Victor (below) to confirm ride.**

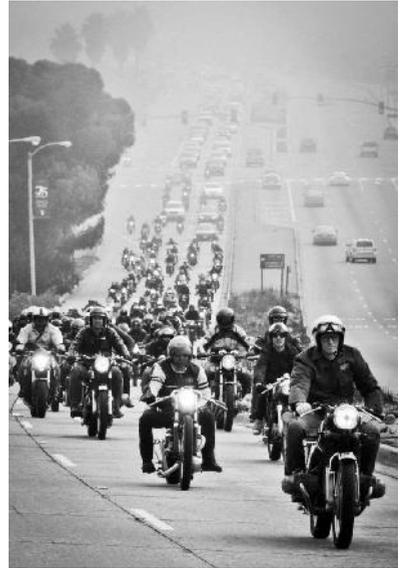
**October 4** Colo Riverside via Pitt Town, Sackville Ferry. Meet 9am Maccas Kellyville.

**October 18** BSA/Norton gathering Stanwell Park Beach Reserve. Meet watertower Bankstown 8.30am or Heathcote 9am

**November 8** Bilpin via Windsor. Meet Maccas Kellyville 8.30am.

**November 22** Xmas Party with Norton Club Middy, put it in your diary now no excuses! Leichhardt Rowers Club.

**December 6** Burragarang Valley via Silverdale. Meet Prospect Hotel 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: [secretarybsamccnsw@gmail.com](mailto:secretarybsamccnsw@gmail.com) or Ph: 0408 286 434

***Don't forget the regular 3<sup>rd</sup> Saturday Run***

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

### Club Officials & Contact Details

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