

# The BSA BANTER

DAVE'S  
GREMLINS

EPISODE 2



AARGHHH!!!!

*Meetings:*  
8pm, 1st Thursday of each month at  
Prospect Hotel,  
3 Great Western Highway,  
Prospect  
(Or maybe not at the moment...)

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The Journal of  
the BSA  
Motorcycle Club  
of NSW Inc



Still virtual, still spacing, still bored s\*\*tless! It would be really good to get back to real meetings, if that were possible. Virtual interaction is no substitute. But we should be thankful we're not in Vic. What a shambles. Most things are nearly normal down here in the Illawarra. I've suggested to the committee that we might look at buying a Zoom licence for virtual meetings but, maybe, we are getting to the stage of -spaced- real get-togethers.

I have just sent out a reminder to some members who have forgotten to pay this year's dues. What this has exposed is that some have changed their email address. PLEASE, if that's the case, send me a note (under my other membership hat), as this ensures we keep in touch and you get Club messages, etc.

Very little happening in the Ed Shed at the moment. I have no excuses other than I've hit a wall in a restoration that others may have encountered. That is, you find something doesn't seem to fit and you can't see why. Normally I'd badger the Club gurus for a solution, but without meetings that's not easy. So one sort of slows to an idle, thinking - there must be an answer, but what? Sort of a motorbike restorer's writer's block.

The best solution of course is to get out to a show day and have a look at other people's bikes - obviously - but we can't do that can we...

Ho Hum  
Shed ON!!

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# THE PUTTY ROAD BSA GREMLINS MK2

You might recall a few years ago, I related two unhappy encounters with the gremlins that lie in wait for unwary BSA riders on the Putty Road, in the region of Colo Heights. I had encountered these little buggers in 1972 and 2016, forty four years apart. You would think that I had learnt my lesson. Fat chance.

I had hardly ridden my 1971 Lightning this year. The Macquarie Towns club were having a ride out to the Grey Gums cafe on Friday September 30th. I thought I might tag along. What did I have to lose? The chances of a hat trick of breakdowns had to be very slight, surely. About a dozen of us met out at McGraths Hill on a cool and overcast morning and everyone was looking forward to the ride ahead. One or two Macquarie Towns club members who I knew, and who knew my breakdown history on the Putty Road, gave me a friendly ribbing, about what might lay in wait for me. They obviously hadn't been doing the social distancing thing with these gremlins, who had, in hindsight, be whispering about their planned nefarious deeds in their ears.

We set off, crossed the Hawkesbury,

rode around the back blocks of Freemans Reach, and joined the Putty Road somewhere north of Wilberforce. The ride was getting a bit strung out by this time, but there were a few riders in front of and behind me. We went down past Colo River, the BSA running fine, sitting between 50 and 60mph, depending on the speed limit. Around Colo Heights, I noticed a little pinging, which I had encountered a few years ago, riding up through Hawkesbury Heights, where I came to an unexpected stop (overheating I presume), but was able to proceed once the engine had cooled down.

***I don't know how these little buggers communicate with each other. I suspect they use telepathy.***

I backed the throttle off a little, and the bike still seemed to be running quite OK. I was watching out for BSA gremlin warning signs, but couldn't see any, so I felt pretty optimistic that I would reach the cafe without further problems. How wrong can you be! I don't know how these little buggers communicate

with each other. I suspect they use telepathy. "Here he comes. He's getting closer." To the best of my recollection, the bike came to a sudden and grinding halt exactly where it broke down four years ago! The gremlins must have been wetting themselves. I am sure I heard some far off laughter, but maybe it was the wind in the trees.

A few other riders stopped. I was feeling quite despondent. How am I going to get home from here? What have I done to upset these creatures? Why me? We took the plugs out to have a look. They seemed like the bike might have been running a bit lean. I always carry some spare plugs, and we put in a pair of slightly colder plugs. After a short while, the bike readily restarted. Great relief. I decided that I would turn around and head for home, but these gremlins weren't to be denied. They obviously have friends in places other than the Putty Road.

Heading for home, the bike was running really sweetly on the colder plugs, better than it had earlier. I was feeling rather confident that all would be OK. Reaching Rouse Hill on Windsor Road, the bike started to missfire badly, before coming to another grinding halt. This time, the battery had gone flat! I don't know

why. I called my daughter-in-law who doesn't live too far away, and she picked me up and dropped me home. At least I got to see the grand children. I hitched up the trailer and collected the bike. I'll check the battery and charging, and I am sure we will be under way again soon.

So there you have it. Will I venture up the Putty Road ever again on the BSA? Who knows. I will certainly insist that an advance party goes ahead to search for those elusive BSA gremlins. Maybe I will have to ride faster so they can't catch me, but I don't think that will work. Either way, you will certainly hear about it. I remain an optimist. Watch this space.

David Lewis.



# Rare BSAs

These are some of the factory products you WON'T see outside of a museum or maybe as a replica. They were built to various homologation standards for racing, often in the US, or were prototypes which never saw the dealer's showroom, for various reasons. Some are rather nice and desirable. Some are not! This may be a continuing series, probably when I run out of article ideas...

## 1. The motorcycle that prejudiced BSA management against track racing for decades.



One of two, possibly, at the National Motorcycle Museum, York.

A very rough frame, engine and gearbox went at auction in 2009 for GBP2588

The 1921 IOM TT 499cc factory entrant. A sparsely-finned, cast-iron, two-valve head. Valves – vertical rather than inclined – were opened via unlubricated rockers pivoting on a knife-edge. Stylish tubular frame with sloping top tube. After testing briefly at Brooklands, the new BSA switched to a larger-diameter front wheel. Engine problems dogged the team throughout practice and, in the Senior race itself, all six BSAs had retired by the end of lap two. Heads rolled!

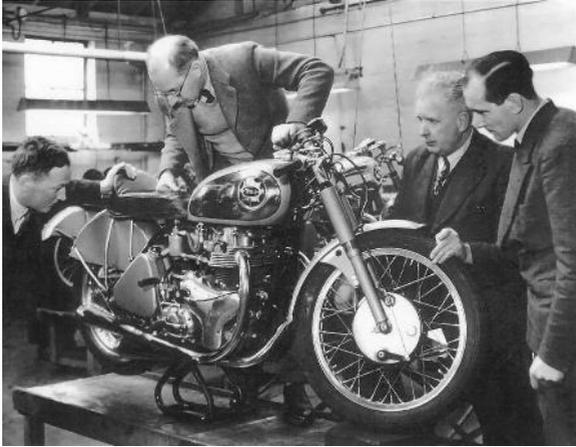
## 2. The 1952 MC1 250cc OHC flat single.



Alan Cathcart aboard possibly the only remaining example, Sammy Miller Museum, New Milton.

The racer that the BSA management didn't want - unless it was guaranteed to win, which Bert Hopwood, ever the realist, said couldn't be promised. So "no go", even though Geoff Duke, who tested it at MIRA, thought it had the potential to beat the Moto Guzzis that were dominating the Lightweight TT. Bevel-gear camshaft drive, four radial valves and external flywheel.

### 3. The 1954 Daytona A7SS rigids. At last a winner!



See last Banter for a full report on the spectacular success for BSA with the 500cc rigid-framed Shooting Stars. Lots of replicas have been made out of the frame and a standard A7SS. Also Gold Star models with similar frame.

### 4. The one that never was

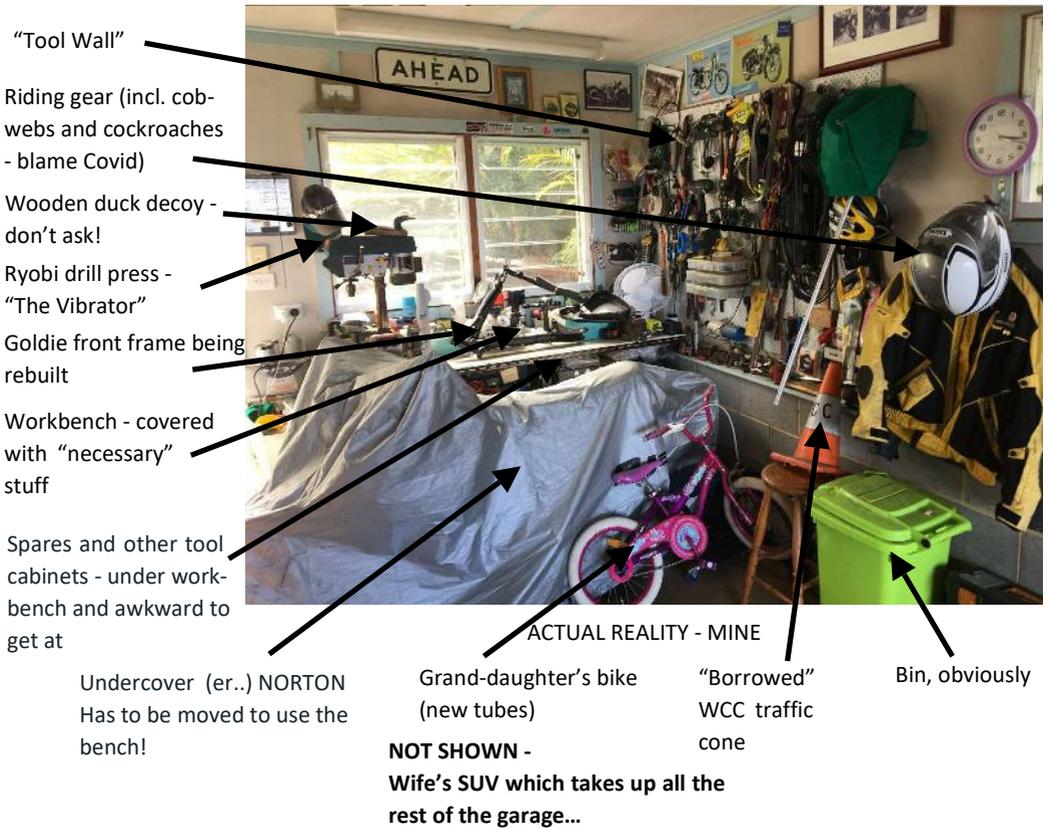
The BSA Fury - 350cc, DOHC, 5-speed, electric start, left-foot kick, etc. Designed by Edward Turner, redesigned by a Bert Hopwood team so it would actually go properly, as it initially suffered from a puny crankshaft, inadequate oiling and dangerous front forks. By the time it might have been OK to release, it was all too late. A victim of the early seventies BSA self-immolation, burdened with debt. However, it was not a bad-looking bike and might have been a decent attempt to beat the Japanese models. Several examples around in museums.





YOUR  
SHED  
OR  
MINE?!

DESIRABLE, POSSIBLY YOURS?



Of course, this isn't the best or worst of fellow BSA members' workshops. Some are palatial (I can think of a couple), some aren't - no names, no pack drill...

Then there is Jay Leno's in LA. Google it.

# ~ OUT & ABOUT ~

## Recent Rides (socially-distanced)



# Classifieds

## For Sale

**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, FREE to member, needs a good home. Also - Emergency 'get home' **bike towbar rack**. See pic. Part was donated to me, but now have a trailer. A little bit of rust, but not structural and item in otherwise good condition. Item located in Sydney, so post is NOT an option given size and weight and price of item, FOC! 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)

**1971 Thunderbolt.** Black/Maroon. Original, 2 owner, electronic ignition, good running condition \$8k ono, and, **1950 M20 with sidecar.** Bored to 600cc. Needs top paint and final assembly. \$10k ono. Other bikes incl. Suzuki 650 twin, (ex-army) \$3k ono. Also Suzuki Virago and DKW scooter Ron Neal 0400597667

**1947 M21** 600cc. Girder fork, runs well, needs restoration, no time to do it myself. \$6500 Tony 0423975221

**Army BSA B40s** and miscellaneous parts. From the Army vehicle Registration Books it looks like they were purchased around 1981. Not working but they are largely put together. Set of photos uploaded. <https://drive.google.com/drive/folders/1p9NW3T7YCDNvMx6eGotSPGywxYKYG840> There are more parts lying around too which are not photographed.

John Durrant 0413-525-766 [johnd.unsw@gmail.com](mailto:johnd.unsw@gmail.com)



## Wanted

**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.**

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

**November 22** Bayview Hotel, Woy Woy for lunch. Meet McDonalds Mt Colah 10am.

**December 6** Burragorang 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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