

The BANTER

The Journal of the BSA Motorcycle Club of NSW Inc



BSA NSW Club Members (most, anyway)
attending the 2018 BSA International Rally at
Hall's Gap, Victoria



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

Vol 38 #6 Nov-Dec 2018

SHEDDING TIME

VALE BRIAN

Fellow BSA members,

As Peter reported in the email we sent out recently, it is with great regret that we record the passing of a good mate and Life Member of the Club, Brian Moffat.

The Club intends to publish a proper obituary in the next issue of the Banter and, to that end and to give members a chance to contribute, it would be appreciated, if members have reminiscences or words they'd like to say about Brian, that those could be forwarded to the Editor or President Pete before the end of February.

In the meantime, Brian's funeral will be held on Wednesday, 16th January at 11am at Guardian Funerals, 374 Princes Highway, Banksia. If you would like to attend, and a number of us intend to, please inform Peter Wilson on 0432322980 by Thursday 10th, so he can pass on the numbers for the caterers.



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

Ebenezer

19th October, 2018



Alan, Jim and Vic at the Tractor 828 Cafe

Vic phoned me last week and asked if I would like to join him and a few other club members for a ride to Ebenezer on Friday.

“Meet at the Parkleigh Hungry Jack’s – 10:am” he says.

“Where are we going?” I ask.

“Ebenezer”, says Vic in his usual, expansive way.

“Where’s that?”

“Don’t you know? How long have you been living in Sydney?” I explain to Vic that I’ve been living in Sydney since 1982 but I confess to being ignorant about where Ebenezer is, or even of having heard of it.

I found out. Jim and Alan joined with Vic and me after the rendezvous at Hungry Jack’s. Vic arrived on his Yamaha XS 650, Alan on his brand new BMW and Jim on his trusty Yamaha Virago. I was riding my Yamaha FJR (feeling slightly guilty about having left the BSA Lightning languishing back in the garage). We took a very enjoyable ride out west to Windsor, turning right at Pitt Town Road where the Australian Hotel is located on the corner.

From there we travelled along Cattai Road, Wisemans Ferry Road and through Maroota (I had heard of this place). Turning left, we found Sackville Ferry Road and crossed the Hawkesbury River at Sackville (by ferry).

Half a kilometre on from the ferry we found the Tractor 828 Cafe on our left (the Cafe is in the heart of Ebenezer, the district) and decided this would be a nice place to stop for lunch and watch the grass grow for a while. The grass, having grown, was also being rolled up as turf by a turf cutting machine as we watched. An hour later and we were on our way again, with the fine weather beginning to warm up considerably. We pointed our trusty steeds towards Windsor for the return journey.

At 130 Km round trip it was altogether a thoroughly enjoyable outing. The Hills Shire in the Hawkesbury region has some stunning scenery to be enjoyed on such a fantastic spring day. This ride was so enjoyable that I repeated it a few days later with my partner Ruth on the back as pillion with me!

Andrew G

(Reprinted from BSA NSW website)

Western Adventure

6th October 2018

The place to set off from was Asquith, the sun was out. Jim F was the first to arrive but his Yamaha was misbehaving and he did not relish the idea of continuing with us to Gloucester. Mark Westfield arrived at 11am so we set out. I rode my daughter's Kawasaki VN250 Cruiser, Allan Mc rode his new BMW 1200RT.

We set a fast pace and arrived at Wards River on Buckets Way about 2 hours later. Mark W was not with us. I had mentioned we might stop in Booral but the sky was a bit black and we continued but he decided to stop for coffee.

Finally he caught up to us and said that I was riding too fast. Arrived at Ron's place and Neil P was there. He rode from Belmore River which is near Kempsey. We stayed the night and next morning set out early to Tamworth and Manilla.

Ron was riding his VFR 800 and led the way over the mountains to Tamworth. We refueled and had lunch, then set off to Manilla. The countryside was much drier, creeks with no water in them. Stopped in Manilla for liquid refreshments then continued on the road to Boggabri and eventually to the farm of Trevor B who is also a BSA club member.

Overnight at his drought-affected farm - he was selling his cattle as it was no longer affordable to feed them. At this stage Ron and Neil decided to return home. Mark also mentioned that a pressing work problem had come up and he would also return home. Allan and I decided to continue on to Moree. We all rode to Manilla. Here Ron, Neil and Mark returned to Tamworth and Allan and I went to Barraba then Bingara and on to Moree.

Two days of swimming in the hot water and summer-like temperatures was a godsend. Left there for Walgett. The countryside was worse-looking, dry, no green except for the trees which dotted the landscape, not much traffic out here. Passed through Collarenebri, not even a shop open. On the outskirts of town was a coffee caravan which we stopped at for a rest. Onwards to Walgett which had been drought-affected for 4 years so pretty dry. The Barwon river was a dirty green colour. This was the town water supply. Not much to keep us here. Stayed overnight, had a giant country meal then left in the morning for Coonamble. Here we encountered strong winds of 70kmh, the white marker posts along the road were fluttering. In the distance the sky looked black. I had put on my wet-weather pants expecting rain but it was a dust storm. Passed through Gilgandra and got to Dubbo early afternoon.

Jim F had booked a motel room for us. Had a rest then rode into town centre, did some food shopping and back to the motel. It rained in the night. Next morning left for Bathurst at 8am, got to Orange which we bypassed and arrived in Bathurst 10.15am, had a late breakfast and set off for the last 200km home. At Lithgow we encountered a little drizzle and that kept up till Lawson. Allan and I parted company and rode home. A great time was had by all that attended. I rode a total of 1717km.

Victor T Club Captain

(Reprinted from BSA NSW website)

Mowers & Pies

Sunday 4th December 2019

The meet was at 8.30 at Crossroads Hotel on the Camden Valley Way at Casula and the weather was great, clear skies and temperature around the twenties, the summer heat wave had not started yet. There was a fair turn out of BSAs with Mark W on his Rocket 3, Simon on his B40 and Victor on his Gold Flash, the rest of us variously mounted with Joe on his Harley, Mark P on the Yamaha MT-07, Bob Nix with the Royal Enfield Bullet, Greg R on a Harley, Alan McA BMW 1200 mounted & Doug on the Scrambler.

Most of us had arrived and we were wondering if Vic had broken down when he came clanking in on the Flash, no all was well so we departed pretty much straight off out of the Crossroads Hotel onto Camden Valley Way and left through the Retail Estate on Beech Road to the Campbelltown Road. Vic had determined the route and led us through Denham Court and the fringe of Minto into Campbelltown. This was a nice relaxed ride with most of the traffic on the adjacent motorway.

Even in Campbelltown the traffic was light and we took a right onto the Menangle Road. We left Campbelltown and climbed steadily into the higher country through Menangle, a delightful drive through acres of open countryside on a fine sunny day. The Menangle Road terminates in a T junction with Picton Rd at Wilton and arriving there we expected to turn right and stop at Vic's favourite Macca's for free seniors coffee but, no, he turned left into Princes St over Picton Railway Station towards Tahmoor then turned to the right through industrial area to Thirlmere Way.

By now we were all hanging out for our mid-morning refreshment stop and pleased that Vic pulled in opposite the café at Oak Street. Just as we all disrobed Vic announced we were not stopping but going on to Mark A's house at Hilltop. Greg R had already gone for a coffee so we stood around chatting like spare whatsits at a wedding, then Simon showed his Pommie roots by declaring that he was not going further without a cup of tea. In the chaos that followed the queue got longer and the rest of us just sat with tongues hanging out, bitching.

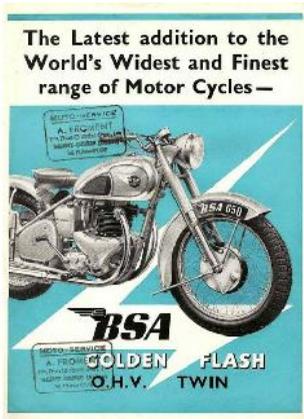
We picked up Thirlmere Way to Hilltop where we dropped in to see Mark Az. Mark Az was pleased to see us and showed through his garage workshop. This was a revelation, everything had a place and everything was in place, neatly marked outlines on the wall showed where each tool fitted. The worktops were clinically clean in fact you could have easily eaten directly from them but this was no show pony. Mark had a spare engine that he was working on bench without a drop of oil or dirt in sight and his Yamaha XS650 Café racer was a beautifully presented and detailed.

While we enjoyed Mark's equally pristine garden and his coffee the conversation turned to lawns and lawn mowers where Joe revealed his other fetish, his large collection of restored mowers, and a lively discussion ensued revealing it was not just Joe who was a mower tragic, Mark P, Jim and others were gleefully reminiscing about famous mowers they fondly remembered.

Leaving Hilltop with Mark A leading we rode down West Parade which turns into Wilson Drive through Colo Vale then crossed the freeway into East Rd continuing on Old South Rd and Range Rd to the B73 Kangaloon Rd/Sheepwash Rd down past Bong Bong Picnic Race Course to Robertson via A48 Illawarra Highway. At the pie shop there was the usual crush and good collection of interesting bikes, mostly modern and expensive Sunday-only cars.

It was beyond midday by the time we rolled up at the pie shop and Doug and Mark W had a deadline of 2.00pm to be home so after a quick pie or two in the case of Mark they set off back via the Illawarra Highway through Macquarie Pass to Albion Park, while the others enjoyed a more leisurely lunch. That road is probably one of the best and challenging downhill bendy motorcycle routes ever with its multiple 180 degree bends that have you constantly accelerating and braking in very short succession. From there the route home was a fast run via Princes Motorway. As usual Albion Park was clogged with traffic but with lane splitting we were able to get through it quickly.

The rest of the crew chose a different route via Kangaloon through Bargo, Tahmoor over Razorback then Narellan along Camden Valley Way and home. This actually proved to be the shorter route back to Hume Highway but maybe not the faster. A great day for a ride with good weather and an excellent route, thanks Vic.
Doug M.



Taree & District Vintage & Classic M/Cycle Club Inc.
P.O. Box 978 Taree NSW 2430.
E-mail: tdvcmc@gmail.com

You are cordially invited to attend the Taree & District Vintage & Classic M/Cycle Club's

30th Annual Taree Rally.

The 4 day event to be held on the 28th Feb, 1st, 2nd & 3rd March 2019.

Headquarters and registration at the Happy Hallidays Holiday Park, 517 Blackhead Rd, Hallidays Point. Ph. 02 6559 2967 or 1800 555 454.

www.happyhallidays.com.au

Enquires - email: Ken Hoad tdvcmc@gmail.com 0409 903 957 or Gordon Scutts at gscutts@tpg.com.au or 0419 278 518.

You can also find us on Facebook.

Entry form and information sheets are attached. Entry closes on Wednesday 20th February 2019.

Please return completed entry form with payment by cheque, money order or direct bank deposit details to:

The Rally Treasurer.
Taree & District Vintage & Classic M/Cycle Club Inc.
P.O. Box 978
Taree
NSW 2430.

Payment can be made by direct deposit to:
TDVMC. BSB 721-000. A/C 100019513.

Entrants name must be included in the description.

<http://www.vvcmcc.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

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.

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.

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

Necessity Is The Mother Of Invention

Courtesy of Derek Pike, Gold Star Owners Club UK, and reprinted from "Goldie"

Hi Malc, while recently doing a rebuild on my DB32 I came up against a couple of problems again, the first being undoing the four corner cylinder hold down bolts, the other four short ones being no problem with a ring spanner. The only spanners I have that would fit are normal open-enders. After a struggle I got three undone although they did show signs of battle but the fourth, the rear timing side one, was a bugger & it ended up getting really chewed up after I resorted to using a grips type spanner once the engine had been removed. Needless to say I replaced all with a stainless steel set but didn't want to go through that again when rebuilding or if I had to strip the engine again so I came up with this...



Two 1/4 Whitworth open-enders got from local hardware shop were cut in half & welded together to give me a deeper grip. Next a piece of bar 1" x 3/8" about 9" long, drilled to make the spanner a snug fit square at one end & angled at the other end - I can now get on all the bolts in situ & have double the purchase on the nuts.



The other problem was the tappets, a job I hated doing owing to needing two pairs of hands, so I came up with this...



A small length of aluminium angle with a crude spanner fashioned out of the same ali to stop the cam followers turning that was screwed to the angle & fixed in the middle so it swings over to grab the other one.



Next I got a cheap set of feeler gauges, cut the two ones I needed shorter & cut a square hole in the sides of them & after cleaning off the burs with a file they fit into their respective places with no hands!. So that leaves two hands to do the adjustment & locknuts, a pleasure doing that job now.



Do YOU have a favourite toolshop creation that makes life in the shed easier? I do and will show it next issue. Sends yours with a photo and text to the Ed !!

Dabbling in the Black Art of Amal Carbs.

Yeah, I know, everyone knows 'exactly' how to set up the float/fuel level in an Amal MK1 Concentric. Well, I thought I did..... So here's my perspective on the Amal adventure –

All started with the arrival of my first (sort of) working '71 OIF A65 Thunderbolt.

This bike, instead of the standard Amal MK1 928 carb, was fitted with an Amal MK1.5 932 . Yep, not quite standard and just a tad too big. Like, one huge flat spot just off idle and if you did not blip the throttle significantly on roll on, then a stall was on the cards. But, from 3,500 rpm and on, it really came into its own and used a lot more fuel! As my blued header pipes can attest! And yes, opinion has changed to the belief that too rich a mixture causes 'blueing', not a lean bike. But this is another subject for another time.

Anyways, I decided to invest in the 'correct' MK1 928 carb and purchased one from a 'reliable', I thought, overseas supplier. However, could not get the 928 carb to work at all. Myriad of problems until it was correctly identified as a 2 stroke carb set up!

The 928 carb was rebuilt with all the correct 4 stroke internals and correct float height, note, float height, set but still appeared to run lean with engine stalls when downshifting and blipping the throttle. So on went the oversize 932 carb which started OK and did not stall downshifting at lights etc.

OK, so what you say, well, the A65 OIF is a dream at totally illegal road speeds up around the 95 mph + mark, as I can attest at the BSA Int'l Rally! The bigger carb really does pay off if that is your thing, not mine though!

Now have a '56 A10 RR which, again, is fitted with the wrong carb! It has a 930 concentric fitted and yes, I know, it really should have a 389 Monobloc, but it is what it is until the piggybank can afford the Monobloc.

Anyways, decided to check the carb out as I noted some serious fuel stains around it. Full strip down and decided to do the FUEL level check, not float level, as advised by another BSA member. He warned me to check if it had the standard BRASS viton tipped needle valve fitted as, in his opinion, these caused erroneous fuel levels in the bowl.

OK, it did have the brass viton-tipped needle valve fitted, so what I thought, and hooked up the one litre fuel bottle to the garage cross member to feed the bowl for the fuel level check. The fuel level looked fairly spot on in the bowl but, being a bit anal with this, decided to disconnect the makeshift 'header' fuel bottle set up and put the actual bike fuel tank on a table with the carb at the height it would be under the tank below it.

With this configuration, I could NOT get the fuel level to come to the correct height at 4.5 mm below the bowl lip? On multiple checks I could not get the float to raise more than half way up the bowl! Some checks and more checks showed a very interesting thing. Just using the fuel from the actual tank and the carb set at the approx. height under it that it would be when fitted on the bike, the brass needle valve was closing early as there was insufficient fuel pressure to push it open.

Appears that when either the older style plastic float, or the latest Stay Up float from Amal, raise a small amount when fuel starts to fill the bowl, the brass viton tipped needle valve closes early and shuts the fuel off due to its own weight and the float plays no part in the equation!

I then swapped out the brass needle valve for the later much lighter alloy needle valve and no problems at all. The fuel level can be set easily and on many, many checks, maintained the correct level at all times.

Now, hark back to my previous comments about problems with the 928 carb and even the 932 unit. Both these carbs have the heavy brass needle valves fitted and many, many issues can now be traced to possible, repeat, possible, fuel starvation problems.

Please note the following from the Amal site as noted below, specifically the FUEL height, which I have been reliably advised must be 4.5 mm, and the comment on the brass needle valve, which I have proved on test, to be the case -

<http://amalcarb.co.uk/rebuilding-mark-1-concentric-carburetter>

The correct fuel level for all Mark 1 Concentric carburetters is 0.21" plus or minus 0.040" below the top edge of the float bowl. Thus when the needle valve is being held shut by the tangs of the float, the level of the fuel will be between 0.017" to 0.25" (4.33mm to 6.35mm) from the top of the bowl.

Needle Valve

If your float chamber is fitted with a brass needle valve you may find the valve sealing under its own weight before the float has risen far enough to press it shut. Symptoms of this problem can be that the carburetter takes a long time to tickle, hesitates on pickup, and does not idle reliably. A Viton-tipped aluminium needle valve is now available that overcomes this problem. It is being fitted as standard equipment to all new Mark 1 Concentric carburetters.

I now have one (1) 930 carb set up pretty well and will be changing out the other brass needle valves and possibly, just possibly, resolve a lot of long standing issues.

The alloy needle valve is Amal nbr 622/197AL.

Now don't get me started on Needles (standard Needle used on ALL Concentrics from the late 1960's being the 622/124 marked with EITHER two (2) 'V' grooves or the letters U1.) Yep, I had a 2 stroke needle fitted in the 928 as well!

Apart from the actual excerpts from the Amal site, the above observations are from what I found, albeit slowly at times, over the last few years. The info on the brass needle valves is what I have discovered very recently, but would have been nice to know some years back. Oh well, hindsight and all that!

President Pete



BSA M.C.C. of NSW MEETINGS

Minutes of the **GENERAL MEETING** of 1st November, 2018

The General meeting was held in the conference room of Prospect Hotel/Motel, Prospect, NSW.

The meeting commenced at 8.20 pm and was chaired by Peter W.

Attendance: Present were the following members :

Peter W, Trevor H, Victor T, Joe W, Shane P, Jim F, Mark F, Doug M.

Visitors present: Nil.

Apologies: Apologies received – Craig G, Brian M, Conrad B, John M, John B, Rob M..

Minutes: Minutes of the ORDINARY GENERAL MEETING of 4th October, 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.

2) Welfare: Brian M seems to be going OK, Ken and Audrey Thompson also going OK, John Brogan also now on the sick list

3) Memberships: No report avail for this meeting.

4) Treasurer's Report: Total available funds as of this month was \$6,292.00, cash at \$500.00.

5) Correspondence:

Mail (in and out)

Gulgong Vintage swap meet on the 11th November.

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)

BSA Burble (Vic) October, CMCC Classic Clatter November, Macquarie Towns October, Newcastle Classic Bikes October, VHMCC Vintage Crankpin October.

7) Regalia: Advised we sold one (1) T Shirt this month. No further reports avail.

8) 2019 National Rally in S.A.: Awaiting info and/or updates.

9) Ride reports: No updates presented at this meeting.

10) Upcoming rides:

Note that the BSA/NOC combined day out at Stanwell Park was cancelled due to bad weather.

BSA/NOC Xmas Party on Sunday 25th November.

Ride to Wiseman's Ferry – leave BP Asquith at 9 am.

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. Need to contact Neil on Nth Coast to organise a ride/visit in March 2019 to check rides, locations etc to start the planning and organisation process. Trevor H to confirm and advise on March ride.

Note made that we need to contact Neil around using Foster as a possible alternate site?

General Business :

Questions raised as to increasing the Club's exposure via social media.

Vic T asked why we no longer use Facebook?

Comments around trying various alternate sites for more exposure. Need to book in for next year's Breakfast Torque as we had minimal attendance and it offered great exposure.

Jim Williams advertising his 1954 BSA A10 Road Rocket for sale. Asking around \$12K.

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

And a few other BSA items you might like to add to your collection of Goldies and Rockets...



Classifieds



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

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	Wood Park, small lookout carpark on Hume Hwy westbound at intersection of 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 at 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 Middy, 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

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- New Old Stock
- Used Parts

For British Motorcycles Only

www.cobsbritishcyclespares.com



Email: cob.smith@bigpond.com
 Phone: 02 6553 9442 after 7pm

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
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55TH INTERNATIONAL BSA RALLY

HALL'S GAP, VICTORIA

November 9th - November 15th

Chapter - the rest



Ron and brother Sam



Shane amuses Denis



Ken departs



Tony on the Rocket



Shane, Ken, Tony and Trevor with Ken's '49 B33 rigid