

# The



The Journal of  
the BSA  
Motorcycle Club  
of NSW Inc

# BANTER

Vol 41 #4  
August 2021



Check out Peter's "COVID  
C15T" restoration!



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

**Zoom only until further notice!**

My Fellow Lockdownians,

Some of us are more fortunate than others in our locations, and condolences go out to the Westies in small LGAs. Sorry Victor. There may be hope soon with Our Glad putting her foot down and sticking to an exit date next month. Maybe...



Several cancellations announced, including the Maitland Swap (glad we got Goulburn in) and the tentative postponement of the Gloucester recce run for the National, being moved to the weekend of the 4th thru 6th March 2022.

As the recent Zoom meeting went well, another is planned for October 7 at 8pm for the AGM. Keep an eye out for Craig's email with the login link. Forms attached.

Shane has received notification of Volume 2 of the BSA Twin series from the UK, this time on "The Racers". If you are interested, contact yours truly, the Editor, and I'll pass on your note. Warning - There is a minimum club buy due to shipping.

There has been another little burst of fake emails from Pete the Prez - Craig has sent out a warning to all.

And, finally, enjoy Peter H's saga of the C15T rebuild. Pete could have saved lots of dough by buying a kit like this one.

The Ed



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

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# A COVID "CEEFER"

## PART 1:

I was looking for a new project after finishing the Bushman and deciding it was just too small for me to ride with any comfort (picture a bear on a bicycle) so I started looking for a project and found a genuine 1961 (great build year!) C15T in a somewhat sorry state in Perth (just to make it convenient!)

So I duly bought the beast and my pal who lives over there went and picked it up for me and delivered to the shipping agent. A few days later, she was here, complete with the obligatory box of bits which was a bit of blessing as all the "hard to find parts, correct for year and model" seemed to be in there!



Covid has few blessings but the one advantage of being stuck at home is lots of shed time!

So the bike was duly stripped and cleaned of 60 years of muck and oil. The frame was fully dismantled where I found the swinging arm bearings were now being simulated by some alloy handlebar cut into "bushes" and an 8" bolt! What have i got myself involved with?

Anyway the frame was soda-blasted and sent off to my magical engineering mate who line reamed out the new swinging arm bearings, replaced the steering head cups and welded back on the tabs that had been sawn off to lighten the beast! He does great work, including crafting a new right-hand-side side-stand bracket and turning the foot around on a

left-handed side-stand just so we can keep the original Trials set up. I took out the 21" Kawasaki front wheel and set about stripping and repainting the 20" BSA front wheel hub, complete with broken (and Araldited back together!) front brake plate. A new second-hand one has been sourced from the UK where C15s are common as muck and parts are cheap!



Meantime the engine has been pulled down and vapour-blasted. A new top end was sourced as it was cheaper than replacing 8 of the 9 pulled stud-threads in the head (where the rocker box joins)!

The face of the head was also welded to take out 60 years of abuse and re-machined back to a good face. The rocker arms seals have been replaced and the bottom end is back together with the gearbox guts replaced with some more road friendly ratios. I just changed the original shock rubbers in the clutch; I think a 60 year service interval is about correct for a BSA!



The wheels are off at the builder, after the hubs were blasted and re-painted. I've gone with a more friendly 19" front and 18" rear to make tyre purchase easier than the original 20" front rim. The trials model has a slightly wider swinging arm to take the 18" rear.



The original tank has been skilfully bashed back into shape and is off being chromed and painted (at vast expense!). Funny story as I thought I had found a NOS one in the US from Peter Q at BSA Unit Singles only to be told they were made of unobtainium and impossible to find the correct single seamed trials tank.

To quote Peter:

*"Only way to get the small scrambles gas tank is by dumb luck. There is no supply of them until someone parts out a bike or an old (meaning a guy in his eighties) ex-BSA dealer finally sells some items that have*

*been hoarded over the years. Or more likely his next of kin sells the parts. Or I start selling my personal hoard ;=)"*

So I went to Gumtree and instantly found one for \$160 in Tasmania! I bought it and it has also been cut open and straightened and is being painted as we speak, I couldn't afford a second chroming cost!! I wrote to Peter and told him I was both lucky and dumb!

The frame is now in the living room awaiting wheels and the motor should be back together in a week or two due to lockdown time being freely available.



I'll use a "modern" generator and electronic ignition and dump the quaint but questionable distributor.

New guards are here and then I can make up a simple wiring loom and hopefully she will be back on the road in time for Spring. Watch this space.

I have a few parts for anyone needing C15 bits and pieces. I'll make a list and pop into the for sale section once she is done.



## **Part 2:**

Well, much progress has been made since Part 1 of this story began. The engine is back in the frame, the wheels have come back from Chris Squires (who does lovely work) and the painted tank and tin wear have been reunited with the bike. I fitted some Heidenau K67 tyres that are a great profile for this bike.

A few minor skirmishes were encountered as reluctant 60 year-old bits of motorbike were persuaded to come back together; the cowling between the oil tank and side panel was tricky but fitted up nicely in the end.

I suspect the tabs we had to re-make on the frame may have been to blame for that issue. It looks very good now!

I have used some modern period alloy guards that fit the bike nicely and with the rebuilt wheels she is looking more and more like a motorbike now.



The paint job on the interim tank looks fantastic. The “real” tank is up with Damo at Goldstar repairs and is having the full chrome and paint treatment. I’m hoping his work is every good as the pictures I see on Facebook!

Steve Lewis has reconditioned a NOS speedo I found on Flea Bay in the UK. I probably over-paid for the speedo so it may end up being the most costly part of the whole build. Steve’s costs were very reasonable and his service is amazing!

Its getting pretty close to complete and the new exhaust and silencer have arrived, speedo and other cables are sitting waiting to be installed and then she should be about ready to test fire. The bike is a 1961 so is the same vintage as me! I used to have a C15 Star in the UK as a daily ride many years ago so it will be nice to her the “plod, plod” of another unit single coming back to life. I’m pretty pleased with how she is shaping up.

Some sad family business will take me to the UK for a few months, so the bike will sit here until I am back. Part 3 can cover the commissioning and first start up.

I then have a TR25 awaiting some love and a B44 special in the pipeline!

Unit singles rule!!

**Peter H**

# CLASSIFIEDS

## For Sale

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 →



**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

**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/1p9NW3T7YCDNvMx6eGotSPGywxdYKG840>

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

**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:

<b>Prospect Hotel</b>	3 Great Western Highway, Prospect
<b>BP Asquith</b>	Corner Pacific Hwy and Jersey St, North Asquith
<b>Watertower</b>	Wood Park, small lookout carpark on Hume Hwy westbound at intersection of Stacey St, Bankstown
<b>Caltex Heathcote</b>	1344 Princes Hwy, Heathcote, south of railway station
<b>McDonalds Kellyville</b>	Corner Merriville Rd and Windsor Rd, Kellyville
<b>Luna Park</b>	North Sydney
<b>St Ives Showground</b>	Mona Vale Road, St Ives
<b>Leo's Truck Stop</b>	Uncle Leo's Roadhouse, located in Caltex servo, 1 Campbelltown Rd, Glenfield

## 2021 Run Calendar

# ALL RUNS ARE ON HOLD DUE TO COVID LOCKDOWN

***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.***

**August 8th Thirlmere via Menangle, Cawdor, the Oaks.** Meet Leos Truck Stop, Casula 10am

**September 5th Bundeena for lunch via Waterfall.** Meet Water Tower, Bankstown 9am, Heathcote 9.30am

**October 10th Corrugated Café at Peats Ridge.** Meet Maccas Mt Colah 9am

**November 7th Mittagong RSL lunch.** Meet Leos Truck Stop Casula 9am

**December 5th Fishermans Wharf, Kiama.** Meet Water Tower, Bankstown

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

**STALLED!**

# Club Officials & Contact Details

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<b>Assistant Club Captain</b>			TBA
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<b>Machine Examiners</b>	("Scrutineers")		
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	Denis (Shoalhaven)	4421 7857	dnulrick@gmail.com
<b>Welfare Officer</b>	Peter W	0432 322 980	president@bsansw.org.au
<b>Webmaster</b>	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		

**BSA Owners Club of South Australia Inc.**  
**30th Annual Rally**  
**6th & 7th November 2021**

- **The Rally Organiser:** Verity Robertson  
12 Azalea Street Prospect 5082.  
Ph. 0418 639 429 Email: [bsaocsa.rally@gmail.com](mailto:bsaocsa.rally@gmail.com)
- **Rally Head Quarters:** Paxton Cottages  
Burra  
Ph.: 0488 513 101  
Email: [stay@paxtonsquarecottages.com.au](mailto:stay@paxtonsquarecottages.com.au)

**Rally Entry: Closes 14 September 2021**

It is preferred that your Rally Entry & payment is  
lodged online at [www.bsasa.org.au](http://www.bsasa.org.au)

'Click' on Rally Tab to Register and Pay online or  
Print, Complete, Sign and Post (or scan and email) to:  
The Rally Organiser. C/o 12 Azalea St., Prospect SA 5082



# *Tarcutta Classic Vehicle Club Inc.*

## **INAUGURAL TIDDLERS RUN**

On the 18<sup>th</sup> of September 2021 the Tarcutta Classic Vehicle Club will be holding its inaugural Tiddlers Run. If you have a motorcycle that meets the following strict criteria we invite you to join us for a great weekend of motorcycling on some great rural roads:

### **Motorcycles must:**

- ❖ **be under 250 cc**
- ❖ **be at least 30 years old**
- ❖ **have historic or full registration or have RMS permit**

The Tiddlers Run be based in the village of Tarcutta 47 km east of Wagga Wagga and halfway between Melbourne and Sydney in the foothills of the Snowy Mountains.

The run will head up into the mountains via gently undulating quiet back roads all sealed, no highway riding, for a lunch break and then back to Tarcutta via the Humula Valley.

There will be trophies for motorcycles in four categories: Pre 1960, 1960 –1970, 1971- 1991 and best unrestored. All awards will be by popular choice.

We will be having a dinner/presentation at the Tarcutta RSL on the Saturday night. Tarcutta has a 25-room motel (Phone 02 6928 7294) and there is also ample free camping space available at the Tarcutta sportsground, located behind the Mobil service station, with showers etc. available at the truck stop, opposite the RSL Club.

For more information contact rally director:

Dave Edgar: 0480 231 223

Email [roto Reggie@bigpond.com](mailto:roto Reggie@bigpond.com)

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02 4396 3935

Show N Shine  
2.30-4.30 pm Sat 18 Sept 2021  
Norah Head Sporties Club  
Public Welcome



Entry Forms available at [www.ccmcc.com.au](http://www.ccmcc.com.au)  
Rally Coordinator: Tim Corlett 0418 240 777 [timcorlett60@gmail.com](mailto:timcorlett60@gmail.com)  
Rally Secretary: Mark Gattenhof 0419 237 706 [mgattenhof@yahoo.com](mailto:mgattenhof@yahoo.com)





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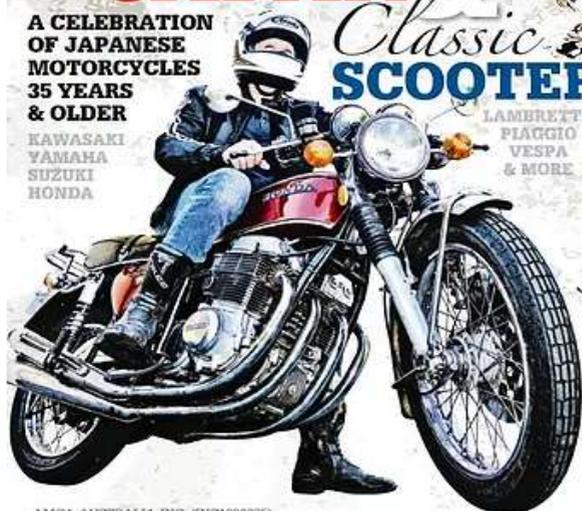
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Motor Cycling

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SILVERSTONE SATURDAY REPORT

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