

The BSA BANTER

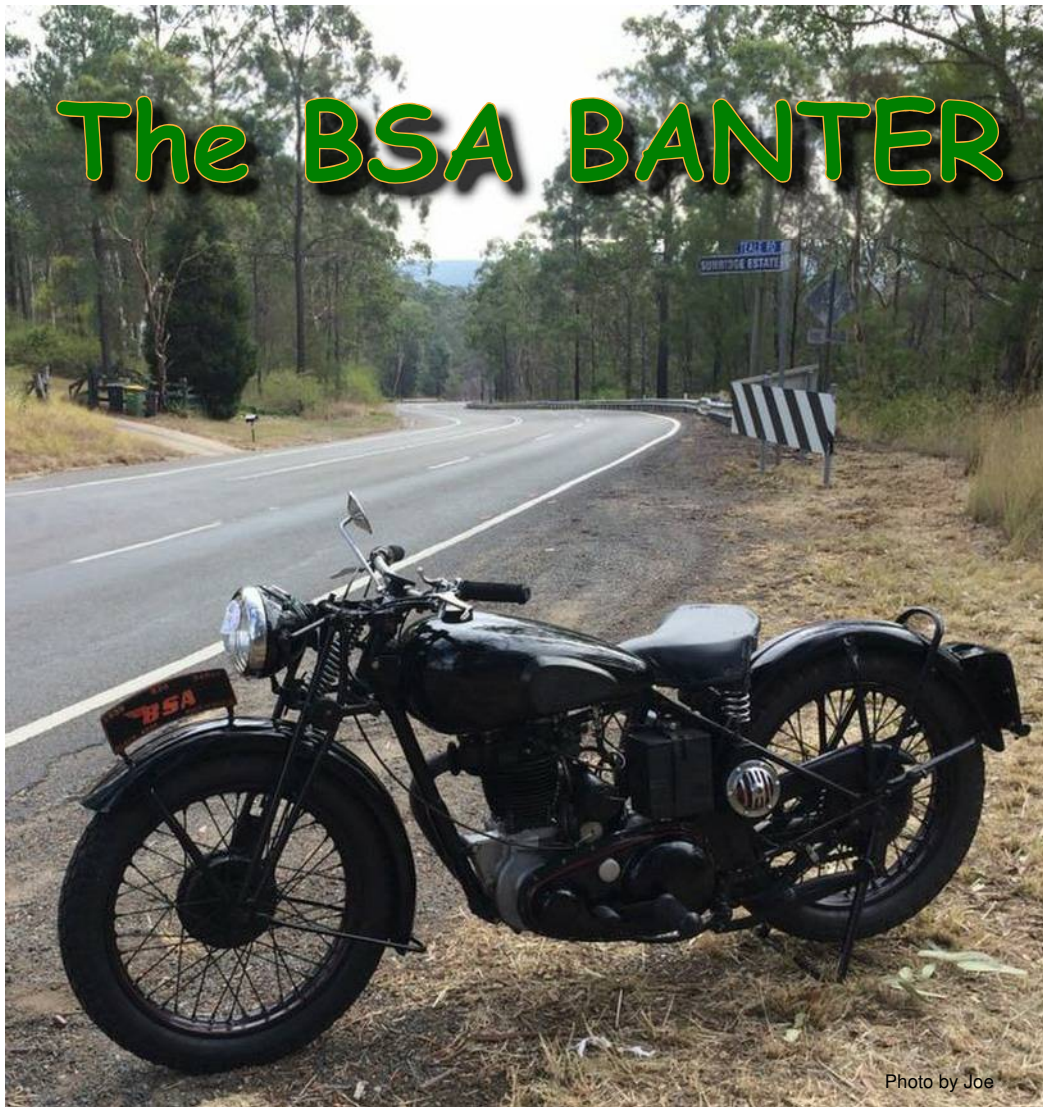


Photo by Joe

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

Vol 38 #4 July-August 2018



The Journal of the BSA Motorcycle Club of NSW Inc

SHEDDING TIME

The AGM has come and gone, with some moderate soul-searching on the Club's aims and plans for continuing as a viable one-marque club. The minutes in the following pages and Peter's President report below show the sort of questions we are asking the members.

If you have a good idea for increasing the Club's public profile, helping members in any way or any ideas for getting us more involved with the larger community, please flick a note to either Peter, Trevor, or me. The BSA International is not far away and there is still some Club accommodation available, but be quick. Pretty quiet on the Shed front - oil pipes on the agenda and a search for an OK Lucas E3LM dynamo...
Mebbo the Ed

PRESIDENT'S REPORT

BSA MCC of NSW Inc. AGM 2nd August, 2018

Firstly I would like to offer my thanks to all that are attending our 2018 AGM.

I would also like to offer my thanks to ALL those Officers and Members that have assisted with a multitude of tasks throughout the year.

The past year has been 'interesting', to say the least. We had a very successful National Rally in Cowra with everyone having very favourable comments about the Rally in general. And yes, there were some interesting moments, but everything, including the weather, came together and I believe it was a great Rally.

I also believe the BSA Club of NSW is at a major decision point regarding how the members would like to move the Club forward over the next two (2) to three (3) years. Yes, I have nominated a time frame as too many decisions have been relegated to the too hard basket recently and pushed out to a time that does not exist!

The decline in General Meeting attendance and also for the nominated rides, is a worrying point which we hope to address and/or discuss at this week's GM after the AGM.

During my tenure as President of the Club over the years, I have seen the Club grow and, while we have a reasonable membership, have now seen a decline in those taking an active part in the Club activities. Hence the need to address the big WHY this is happening.

Why we see more BSA bikes attending other club meets?

Why have members stopped attending the GMs?

Why is there a general lack of 'enthusiasm' within the Club members?

The above are just a few of the points, from the President's viewpoint, that need to be addressed.

I still believe that the BSA Club is worth every effort from all members to keep alive the BSA marque through the Club members, for the Club members.

Finishing up this year, our finances, for the BSA MCC of NSW, are healthy and no issues around this part of the Club's activities.

It has been a privilege to serve the Club membership as President for the last twelve (12) months.

I would like to take this opportunity to welcome the incoming 2018-2019 Committee and again thank ALL the members for their patience with our changing Club.

Respectively submitted,

Peter Wilson,
President, BSA MCC of NSW Inc.

AMCA Show, Bulli, 26 August



'69 Rocket 3. Unstarted for 12 yrs. \$15k-20k



\$950 Bantam project



Sold Spitfire Hornet



Nice M20



Very nice Squarial



Hailwood/Scaysbrook Castrol 6 hour Ducati

The second Antique Motorcycle Club of America - Australia Branch show took place last weekend at Bulli dog track. I went on the Sunday and there didn't seem as many as last year, but talking to Cob Smith who had an indoor spot, he said he'd sold quite a lot more kit than last year. Jim Scaysbrook of OBA gave a talk beside the Ducati which he rode with Mike Hailwood in the Castrol 6 hour race. Not too many BSAs there, the photos are the only ones (plus a rough project A10 RR), still lots of Hardley Ablesons etc, but also speedway bikes, the Ducati Club and the VMCC of NSW. Quite a few more flat tankers than usually seen, including an immaculate 1905 Minerva.

Wascoe Siding, August 5



Thanks to Shane, Trevor was spared the embarrassment of leading the run on his LawnBoss and the riders saved from a very slow run.

Shane (A65L) & Trevor (B44V) waited at Tench Reserve to be met by the other Shane, (A65L) so after the Shanes showed their true colours (yes Trev was wearing his too) the trio set off for Yarramundi Reserve. A cool but pleasant ride 25 km down the Castlereagh Rd in surprisingly light traffic.

At the reserve they meet up with Joe (B26) Jim (Yammie) Andrew (Yammie) and guest Allan (HD) The bigger bikes were give the option of leaving a bit later if they wanted to blow out some cobwebs but they decided to allow Joe to lead & set the pace for the 11km leg to the Hawkesbury lookout for a regroup.

Unfortunately Trev got preoccupied with a passerby who stopped to ask if it was the BSA Club, thus he forgot to mention that rolling marshalling was going to happen from there on but needless to say the entire group less Shane (who was already late and went down the GWH) arrived at the Valley Heights Rail Museum 11 km away as a group.

From there on rolling marshalling was in force and worked so well it allowed Trev to miss the underpass the first time round, but he did remember it in the end and the group soon found themselves looking for parking (not easy) at the Wascoe Siding 8km away.

Joe really wanted to queue up for a train ride but he too was already overtime for family duties so, after a comfort stop (it was still a bit coolish), he & Alan set off down Mitchells Pass while the rest had a look round, grabbed some tucker, used the facilities and took some pickies. Jim seemed really impressed. Finally the remaining riders shoved off following the same route as Joe and parting ways at Russell Ave, Emu Plains.

Thanks to all who came on their BSAs to make it a pleasant short day out.

The alternative south side ride did to happen so that will be saved for a trip to the Corridor of Oaks a little later on or a day at the Valley Hts Railway Museum or perhaps combining both, watch this space.

Hubertus Coffee Ride, August 12



Paul suggested this event and it was a great idea.

Insofar as raising the profile of the club it was excellent.

The group Paul (A65L), Doug (Paul's B40s), Joe (B26), Shane (A65L), Trevor (Shane's B44V), plus Richard (AP5 Valiant) assembled at the BP servo as planned for the short ride to the Hubertus Club.

Paul led the way and as it was designed to raise the Club's profile he took the riders for a full lap of the grounds making sure the bikes drew the attention of the crowd, which they did.

If Trevor had thought to bring some club info then the exercise many have actually born fruit.

Nevertheless a few people did come over and have a chat and the participants swapped stories of their youth triggered by wandering around the vehicles of their youth.

Special hats off to Doug whose bike is not currently running so made the journey to Paul's place then back to the event and thanks to Paul & Shane for providing members with substitute bikes, allowing it to be an all BSA ride.

It was a real hoot to be in a group of all BSA's, drinking in the sounds of British bikes.

The participants enjoyed the event despite it being a touch on the cool side so it may end up being a regular ride 3 or 4 times a year.



Central Coast Classic Motor Cycle Club Inc.
ccmcc.nsw@gmail.com
35th Annual Pelican Rally
For Historic and Classic Motorcycles
To be held on the weekend of 14/15/16 September 2018



CEMCC SHOW DAY
Sunday 16 September 2018
Cooper Street Reserve, Engadine
9.00 am – 2.30 pm

Exhibitors: \$3 (includes sausage sizzle)
Entries accepted 9am -11am
Spectators: FREE



Classic Riders Club of Goulburn Inc
27th Annual Classic Ride 27th & 28th October 2018
Contact : Dale Towell 0422 367 011

ENTRIES CLOSE - Monday, 22nd October 2018

Rotary  Kiama and Gerringong

KIAMA AUTO EXPO 2018

Proudly Sponsored by  Peopcare
Supporting the Rotary Melanoma and Skin Cancer Prevention Program

SUNDAY 11 NOVEMBER 2018
9AM-2.30PM
AT KIAMA SHOWGROUNDS AND PAVILION KIAMA

So much to do and see for the whole family!

- DISPLAYS OF VINTAGE, VETERAN AND CLASSIC CARS AND BIKES
- DISPLAYS OF MOBILE HOMES AND LEISURE VEHICLES
- WORKSHOPS AND PRESENTATIONS ABOUT THINGS AUTOMOTIVE
- STALLS WITH AUTO SUPPLIES AND ACCESSORIES
- OFF ROAD REMOTE CAR EVENTS • CAR AND BIKE JUDGING
- CHILDREN'S ENTERTAINMENT • MUSICAL PERFORMANCES
- FOOD, REFRESHMENTS AND COFFEE AVAILABLE • RAFFLE DRAW
- FREE SKIN CARE CHECKS BY QUALIFIED MEDICAL PRACTITIONERS

After seeing this bike at the Cowra rally, and drooling, I decided to find out a bit more about it, as it is a model which is very poorly documented and has a lot of confusion about it. The Poms don't know much because it's a US model (mostly) and the Yank's records are...confusing. (The Ed)



BSA
SPITFIRE SCRAMBLER



40 CUBIC INCHES OF FIGHTING HORSEPOWER FOR WINNING PERFORMANCE IN SCRAMBLES & CROSS COUNTRY RACING!

All the superb handling qualities of the Catalina - plus the sensational power and punch of the new "super" engine. From power flow are certified in this special SCRAMBLER. Here it is in a special alloy frame made that not only provides the best wheeling characteristics for the rider at the top of the ladder in all the scrambles, but also gives the riding comfort on an off-road race machine never before achieved in its class.

Turn this deal over to the nearest specifications of the brand new "SPITFIRE" SCRAMBLER. Ask your BSA Dealer or delivery date and price.

RIDE TO WIN ON A **BSA**
"SPITFIRE" SCRAMBLER!

The World's First 1957 Rocket Gold Star

Charles Falco

Yes, you read the date in the title correctly. This article is about a little-known variation of the "Rocket Gold Star" that preceded the well-known A10 model by a full six years. I have mislead you a little, though, since the machine in question was sold under a different name.

Before discussing that earlier machine, it's worth reminding you that in 1963 BSA used the name "Gold Star Spitfire Scrambler" for their A10 off-road racing machine. Quoting from the U.S. sales brochure, "New for 1963... The famous Spitfire now has the lightweight Gold Star frame, Gold Star Catalina type brakes front and rear...". From another press release for the Rocket Gold Star and the Gold Star Spitfire Scrambler, the first is described as a "Super Rocket with, Gold Star racing and custom features..." and the second as "Super Rocket with Gold Star Scrambler features..."

So, having established that there was a scrambler version of the "Rocket Gold Star" in 1963, we are ready to look back a few years to find the origin of this model. The standard British-authored books on the marque are oblivious to the fact that there were Spitfire Scramblers prior to 1958. The reason being, these were export-only at the time so very few people in England even knew of their existence. However, in the U.S., the May 1957 issue of "Cycle" carried a full-page ad for the "NEW! Spitfire Scrambler," as well as a very useful press-release-based article "BSA Announces New 40" Scrambler Model." Why do I say this press release is "useful"? It turns out I was very lucky two years ago, and stumbled across the first of these machines to come off the production line at Small Heath. I'll come back to this aspect a little later, but first some more about the model.

BSA's new A10 Spitfire Scrambler was introduced in the Spring of 1957. Supplied without lights, speedometer, or mufflers, the Spitfire was intended strictly for off-road competition. One source claims only 340 of these machines were made that year and, although I haven't yet tried to confirm this number, there is no doubt very few have survived. The 1957 Spitfire Scrambler combined a modified Super Rocket engine including type 357 "full-race" camshaft and 9:1 pistons), with Gold Star cycle parts, (front and rear mudguards, hubs., and forks) all housed in a Catalina-style scrambler frame without passenger footpeg loops. Similar to what was done with the Catalina, and the later Rocket Gold Star, the frames were given their own numbering sequence (CA7A.xxx). Spitfires quickly began winning races in the U.S., taking three out of the top four positions in the September 1957 Peoria National Championship T.T. The machine was even popular enough for several companies to advertise aftermarket accessories specifically for it. However, after producing only a few hundred of these disguised Gold Star twins in 1957, the next year BSA switched to using standard A10 cycle parts, thus putting the idea on "hold" until its time came again six years later.

As for how the Spitfire was configured, a press release from BSA's West Coast distributor Hap Alzina dated 27 March 1957 says, amongst other things. *"Original projection on the Spitfire Scrambler was that a special scrambles camshaft would be most applicable for the basic purpose of the machine. However, careful dynamometer and road testing disclosed extraordinary satisfactory performance with the full-race camshaft and hence this fitment has been adopted as a standard component, an engineering accomplishment that will be welcome news to 'drag-race' enthusiasts as it confines the necessary alterations from drags to scrambles to the top end of the engine."* It goes on to say that the owner need fit only a few components, rather than some previously-announced "Drag-Kit," and gives those Components as "S&W Special High-Rev Valve Springs," along with sets of "special" valve collars and keepers. An October 1958 bulletin issued by Alzina itemizes the 31 special parts for the 1957 Spitfire Scrambler that aren't listed in standard parts catalogs. The principle defining ones are 67-1127 for the head and 67-357 for the camshaft.

Two years ago I was given the opportunity to buy an A10 based on a few photographs. The machine looked to be in wretched and incomplete condition (which later proved to be all too accurate), but the asking price was very low. So, I decided to buy it for the parts. However, as soon as I opened the crate, I saw the engine number ended with a "101," so it obviously was the first in some series. I looked in all the usual books to try to identify the engine and frame, whose full numbers are CA10SR.101 and CA7A.107, respectively, but without success. However, when I checked the records in the Science Museum Library, I was amazed to discover my inexpensive purchase was the very first Spitfire Scrambler 'manufactured red. It was the first of the initial batch dispatched to BSA's West Coast distributor on February 13, 1957, with deliveries to dealers that began March 29. After the first 65 Spitfires had been shipped to Alzina, they were followed by approximately 15 shipped to BSA on the East Coast (these machines are identified in the records by "RS" rather than "SR," but I haven't yet determined if these letters actually were stamped on the cages in reverse order). By the way, frame number. 101 (holding engine 169) didn't leave the factory until March 20. That one was in East Coast livery, and headed for BSA's Nutley, New Jersey distributorship.

Although I had stumbled onto a very unusual machine, the bike had led a very hard life indeed. When it arrived it was missing a large number of parts and, more critically, came with the headstock crudely hacksawed from the frame - and even more crudely reattached a very clumsy attempt to make a chopper. The "workmanship" was unbelievable, with short sections of galvanized iron water pipe stuffed in the down tubes to help rake the head, and with the entire assembly held in place with aluminum pop rivets and incredibly poor welding. Evidence of all this was hidden beneath deep layers of epoxy body filler. However, it was obvious the machine had never run in this form, since the first modest jolt would have snapped (the flimsy pop rivets and separated the front end from the rest of the machine - and, likely, the rider from the rest of his life.

Over the last two years I've reconstructed the frame and located many of the missing parts. The bike still isn't quite ready for restoration. What was delivered to me was little more than an engine, hubs and forks, incorrect gearbox and a dangerously butchered frame. Luckily, with the exception of the SCT2 gearbox (used only on 1957 Spitfires) nearly all the other parts that were missing are standard A10 and Gold Star items. Once I track down a few more key components to loosely bolt on, it will be ready to tear apart and restore. It's at this point the magazine ads and press releases will be invaluable. Already though, discrepancies between different pieces of literature I have are apparent. As one example, photos show it with and without a passenger grab rail. Although I will restore it to as original condition as possible, I do intend to make a few concessions to ride-ability. These will include mufflers, and a license plate assembly incorporating a Ni-Cad powered brake light. The more I have worked on my Spitfire Scrambler, the more it has become obvious it is really a "Rocket Gold Star" in disguise. What kept this desirable model in obscurity for forty years was that it was only built in this Gold Star form for a single year, was made in very limited numbers, was a US -only model, and perhaps most important—hid its identity behind an alias. However, the frame (except for the lack of a kink for the oil pump), forks, hubs, and all the cycle parts are straight out of the Gold Star parts book. Throw in an A10 engine that was tuned to Super Rocket specifications and what do you have? Yes, a Rocket Gold Star. Although the 1957 catalog managed to fool us for forty years by naming this new model the "Spitfire Scrambler," a rose by any other name...

This article originally appeared in the Star, the newsletter of the BSAOCGB

Charles is well known to several in the Club and writes on Bitbike.com as "Magnetoman".

If only I'd had the right TOOL!

Another Top Banter Quiz

What the hell would you use these for?

The easy ones

A



You A10 owners...

B



Seen in many guises

C



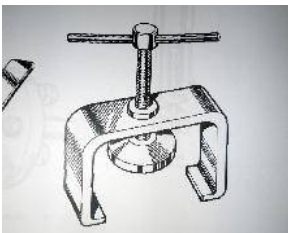
A BIG puller

D



Better than a stick!

E



For a chook?

The toughies (helps to have a Rocket 3)

F



G



H



And one for the old codgers!

I



Answers Page 8

BSA M.C.C. of NSW MEETINGS

Minutes of the **ORDINARY GENERAL MEETING** of 5th July, 2018

The meeting opened at 8.15 pm with Peter W in the chair.

Attendance: The following members and guests were present: Peter W, Trevor H, Joe B, Jim F, John M, Shane P, Joe W. Visitors present: Nil.

Apologies: Apologies received – Victor T, Craig G, Brian M, Conrad B, John B, Paul A, Doug M.

Minutes: Minutes of the ORDINARY GENERAL MEETING of 7th June, 2018 were considered read. A motion to approve the minutes was put forward and carried.

General Business:

1) **New Members:** No new members listed in the month.

2) **Welfare:** Nil to report.

3) **Memberships:** No report available this month.

4) **Treasurer's Report:** No report available this month.

5) **Correspondence:**

Mail (in and out)

No mail reported for the month.

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

- a) Kiama Auto Expo, invite to exhibit on November 11 (charity event, local Rotary) kiamaautoexpo@gmail.com
- b) AMCA, update on auction.
- c) Invite to book launch at Maroubra Speedway site, June 28.
- d) AMCA close of concourse entries June 30. Must be AMCA member to participate in judging.
- e) Mollymook – Promo and discounts on accommodation, info@mollymooksurfbeach.com.au
- f) BSAOC Qld, club magazine exchange.
- g) Update on Soar and Roar charity ride on December 9 frane@specialityolympics.com.au
- h) NCMCC club magazine exchange.
- i) AMCA – auction pre registrations reqmts. N.B. – deposit to be paid 10 mins after hammer fall.
- j) BSAOC SC club magazine exchange.
- k) Steven Holloway – problems joining

off web page. Invited to email PO address – not happened to date.

l) Wakefield Park – entries opening for ALL historic on September 1st and 2nd.

m) Doug Mullen – apologies for July meeting.

n) Taree DVMC club magazine exchange.

o) AMCA – added new concourse category for the concourse that has already closed. N.B. – AMCA members only.

p) Nat'l Motorcycle Museum magazine.

6) **Magazines received:** nil recorded

General Business:

1) **Regalia:** John M advises Club badge costs from both Action Badges and Gala Trophies at \$3.80 (GST inc) each for order of 250.

2) **2017 National Rally:** No further info to report at this time.

3) **Ride reports:** No report this month.

4) **Upcoming rides:**

Wascoe Siding at Blaxland for 5th August. Meet Trench Reserve and trailer parking avail if you want to bring bike(s) to that location for ride.

General Business :

All members to note the AGM scheduled for the 2nd August, 2018. Nominations MUST be in ASAP!

All positions are open and we would like to get additional committee people to assist. Being part of the committee is not an onerous task and helps the Club to run effectively.

Nabiac swap meet 29th July.

Newcastle Motor Museum closed with auction scheduled for contents.

Questions raised over diminishing numbers attending both the GM's and the Club rides.

Specific ideas requested to try and spark interest again. Points to be raised after the AGM in August for the incoming committee.

There being no further general business, the meeting closed at 9:15 pm.

Brought to you by Temporary Secretary Trevor

Minutes of the ANNUAL GENERAL MEETING of 2nd August, 2018

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

The meeting commenced at 8.10 pm and was chaired by Mr Peter W in his capacity as President.

Attendance: There were thirteen (13) financial members in attendance which represented a quorum and are listed below :

Committee Members : Peter W, Trevor H, John M, Paul A and Victor T.

Financial General members : Joe B, Shane P, Joe W, Shane Y, Doug M, John B, Keith G, David H.

Visitors present: Nil.

Apologies: Apologies received – Craig G, Brian M, Conrad B, Jim F.

Minutes of the previous AGM:

Minutes of the 2017 ANNUAL GENERAL MEETING of 4th August 2017 were taken as read. A motion to approve the minutes was put forward and carried.

Business arising from the

previous minutes : NIL.

Club Reports :

The President submitted his report and thanked the outgoing Committee for their work in the past year.

His report touched on the success of the 2017 National and thanked all those members that attended and assisted to make the Rally a success. He also expressed hope that new ideas can be put forward to ensure the long term future of the Club for all the members.

The Treasurer presented the unaudited financial report for the period 1st July 2017 thru 30th June 2018.

These were read out to the attendees.

As of 30th June 2018, there was a
Continued Pg 11

total amount of \$6,450.62 in the Club's general bank account and \$500.00 cash at hand.

The Treasurer confirmed that, in his opinion, the Club had sufficient funds to meet its financial commitments for the coming year.

Both the President and Treasurers Reports were accepted.

The Public Officer confirmed that he would submit the Treasurers Report to the Department of Fair Trading as required.

There were no further reports presented or called for.

Matters under Notice :

There were no matters under notice for resolution.

Matters from the floor :

NIL.

Election of Officers and Other

Officials for the Following Year:

Nominations were called for each of the Committee and Non Committee positions.

There being only one (1) nominee for each of the positions, a vote was not called for and all nominees were declared to have been elected under the provisions of the Club's constitution, Section V1, Rule 2 part b, as follows –

Committee Roles :

President: Peter W.

Vice President – Club: Brian M.

Vice President – Branch: (Shoalhaven) Denis U: (Newcastle) Terry D.

Secretary : Vacant. (Note : Peter W and Trevor H to act as temp Secretaries until position filled).

Assistant Secretary: (Memberships) John M : (Newcastle) Terry D.

Treasurer : Victor T.

Editor : John M.

Public Officer: Paul A.

Club Registrar (Permits):Trevor H.

Non Committee Roles :

Club Captain: Victor T.

Assistant Club Captain : Doug M.

Regalia Officer: Vacant (Note – temporary officers will be John M, Trevor H and Doug M)

Machine Examiners: Victor T (Homebush), Conrad B (South Coast), Peter H (Killarney Heights), Neil P (North Coast), Terry D (Newcastle), Paul A (Hills District).

Webmaster: Andrew G, John M (assisting),

Welfare Officer: Peter W.

The re-appointed President asked Members to consider nominating for the vacant roles on both the Committee and Non Committee positions.

There being no nominations at the meeting, these two (2) roles remain vacant.

There being no further general business, the meeting closed at 8:30 pm.

Minutes of the ORDINARY GENERAL MEETING of 2nd August, 2018

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

The meeting commenced at 8.30 pm and was chaired by Mr Peter W in his capacity as President.

Attendance: There were thirteen (13) financial members in attendance listed below :

Committee Members: Peter W, Trevor H, John M, Paul A and Victor T.

Financial General members: Joe B, Shane P, Joe W, Shane Y, Doug M, John B, Keith G, David H.

Visitors present: Nil.

Apologies: Apologies received – Craig G, Brian M, Conrad B, Jim F.

Minutes of the **ORDINARY GENERAL MEETING of 5th July, 2018** were considered read. A motion to approve the minutes was put forward and carried.

General Business:

1) New Members: Two (2) new members entered over the last month.

2) Welfare: Updates received for both Ken T and Brian M and their progress.

3)Memberships: Total paid members as of this month was 100.

4) Treasurer's Report: Total available funds as of this month was \$6,950.62.

5) Correspondence:

Mail (in and out)

Bill Green sent through a price list for M20 spares.

Email (all emails issued by the Secretary to the member email

distribution list)

6) Magazines received:

BSA Burble (Vic) April/May, CMCC Classic Clatter June/July/August, Macquarie Towns May/June/July Newcastle Classic Bikes May/June/July, VHMCC Vintage Crankpin May/June.

7) Regalia: John M confirmed 250 Club badges ordered. Regalia now co-ordinated between John M, Trevor H and Doug M.

8) 2018 International Rally: Rally organisers have advised that any applications after the 10th August 2018 will be subject to a 10% surcharge.

9) Ride reports: Joe W advised on the ride to Cottage point. Victor T advised on the midweek ride to Picton. Vic advised that the midweek rides are great with minimal traffic problems. Midweek ride also to Tractor 828 café on the Sackville Rd at Ebenezer was a good ride. Contact Vic T for further info and when any rides will be going midweek.

10) Upcoming rides:

Wascoe Siding at Blaxland for 5th August. Meet Trench Reserve and/or Kellyville at 9 am and/or Agnes Banks at 10 am. Trailer parking avail at Trench Reserve if you want to bring bike(s) to that location for ride to avoid riding in Sydney traffic!

11) 2022 National Rally :

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.

General Business :

Following points raised from General Business points at AGM –

●Has the 60 day RMS trial ride scheme affected Club ride day attendance?

●Club charter is to 'raise interest' in the BSA marque, not actually have one. Focus on interest and then get interest centred on a BSA bike.

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

Wanted

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

Raleigh 3 wheeler motorcycle 1930s V-twin 742cc motor with 3 speed shaft drive inline gearbox. Any contacts or leads whether in Australia or overseas to anyone that has info or parts for this C1933 3 wheeler LDV (Light Delivery Van) essentially a 3 wheeled motorcycle with enclosed rear cabin that was used as a delivery van. It had a 742cc V-twin motor side valve mounted sideways (like a Morgan) with a 3 speed gearbox bolted directly to the output shaft facing rearwards just like a normal vehicle with shaft drive to rear diff. Any info and parts would be great.

If anyone can point me to even a BSA or other V-twin motorcycle motor and gearbox that I can use to get this rolling chassis going would be great.

Contact Eric 0430226349

Quiz answers:

A. A10 pushrod alignment tool (re-assembling motor)

B. Valve spring compressor (most models)

C. Crankshaft pinion puller

D. Ignition (TDC) timing tool (in plug hole!)

E. Bantam clutch spring compressor

F. A65 ignition timing tool (front c'case hole)

G. Rocket 3 camshaft oil seal protector

H. Rocket 3 throttle rod assembly tool (WTF?)

I. Vintage spoke threader!!

● Use of magazine advertising to 'come ride with us'? Cost vs effectivity needs to be confirmed.

● Club runs to look at ALL sizes of BSA bikes and tailor runs for ALL bikes.

● Opening up the BSA MCC to ALL types of 'classic' motorcycles to broaden the appeal?

● Club ride focus to be on 'quieter' roads if possible.

● Going back to having an Annual Rally or BSA Day to gather more interest. Does not need to be a big affair but held in popular areas on an existing event?

● Attending more events and getting more invites where more people get to see the bikes. Look at popular café venues or combo car/bike meets.

● Short videos or picture displays via projector at GM's of the months ride?

● Look at possible alternate GM meeting venue to suit more people. Is it possible to do a VC (video conference) GM as a lot of members are scattered across the State? A VC can be costly to set up and the better option could be

Skype. The skype option is free and TAFE, Health Dept and Pfizer all use this option for conferencing. Is this the way to improve our comms?

● Clubman of the Year Award. Can we get more focus on a BSA bike riding style award? Trevor H to look at how to get back to a 'simplistic' points award system, State wide for all BSA Club members, so this award is applicable to everyone. There being no further general business, the meeting closed at 9:40 pm.

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

2018 Remaining 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.**

- September 9th** Burrarorang Lookout, Nattai. Meet Crossroads 9.00am.
- September 16th** CEMCC Show Day, Cooper St Reserve, Engadine <http://www.cemcc.org.au/>
- October 7th** Gosford Car Museum, Stockyard Place, West Gosford. Meet BP Asquith 9.00am
- October 8th** Four-day run to Tamworth and back. Contact Victor 0408 286 434
- October 14th** NOC/BSA Joint Meeting Stanwell Park Beach Park. Meet Heathcote Caltex 9.00am
- November 4th** Wisemans Ferry/St Albans. Meet BP Asquith 9.00am
- November 9-15th** BSA International Rally, Hall's Gap, Victoria
- November 25th** Xmas Lunch, with NOC, Leichhardt Rowing Club
- December 9th** Robertson. Meet Crossroads 8.30am, Picton Maccas 10.30am.

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

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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.

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To order, just email the Editor (see page 11).

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

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