

Bush Chatter

January/February 2017

"THE MILDURA MEANDER"

20 & 21 MAY 2017.



**THE BOLD WORLD
of *BSA* for 1968**

**It's
back
for
2017!**

...and this year's feature marque is BSA... Birmingham Small Arms Company (BSA) motorcycles were proudly made in England from the 1930s until the 1970s.

Rugged and tough machines by and large, they were also feted for their looks...

See more on the Meander and BSA's bikes inside this issue



PO Box 2071 Mildura 3500

The Meander is on again...

The Mildura Meander is back for 2017 and the dates this year are Saturday, May 20, , May 21.

The event will start on both days from the Mildura Motorcycle Clubrooms at Olympic Park Speedway 11th Street West, Mildura, with sign-in from 8am, and a briefing at 8.45am for a 9.15am start. Tea and coffee will be available both days before the start.

Corner marshalls will be used on both days. There will be regroupings to enable slower riders and backup vehicles to catch up, and marshalls to remain ahead of the entrants. The average speed for the event will be 75-80 kmh. Should a breakdown occur and after 10 minutes the machine cannot be repaired, it must go on the back-up trailer or the owner arrange their own recovery. It is unfair to hold up caterers as well as 60 other entrants for an extended period during a breakdown.

***** THE LEAD RIDER SHOULD NOT BE OVERTAKEN FOR SAFETY REASONS *****

He knows the route, e.g. give way and stop signs and up to date road conditions.

Saturday at Mildura Motorcycle Club check in from 8am and rider briefing at

8.45am for a 9.15am start. The run will cover a total of approx. 150-200kms with regroupings as required and morning tea available at a local place of interest at approximately 10.30am. The lunch stop will be at approximately 12.30-2.00pm. More detailed information to be provided on the day.

The finish will be back at the Motorcycle Club at approximately 3.30-4pm.

The Saturday evening meal will be at a Mildura RSL Club from 6.30pm on a PAYG basis. For catering if you wish to attend please indicate same on the entry form and a group reservation will be made.

Sunday at Mildura Motorcycle Club check from 8am and rider briefing at 8.45am for a 9.15am start. The run will cover a total of approximately 100-120 kms. Morning tea available at a local point of interest at 10.30am and continue on to finish at Wentworth Weir at approximately 1 pm for a light lunch.

As in previous years the event will finish after lunch and visitors may wish to leave for home from Wentworth. Marshalls will escort remaining riders back to Mildura if required. Subject to interest, a

social night may be arranged at a local hotel on Sunday night.

Please note: There are no trophies! All entrants will receive a Certificate of participation at the Saturday night at dinner or Sunday morning.

All bikes must be registered, or have permits to be ridden on roads and riders licensed.

The aim is to promote the use of old and/or interesting bikes, and have a safe and enjoyable weekend with like-minded people. (If your old bike is out of action any bike may be used.)

Enquiries to:

• Danny Curran - 0418 303 964, email - dpjcurran@bigpond.com

• Chris Sibley - 0429 951 513, email - christophersibley@iinet.net.au

Free camping is available at the Mildura Motorcycle club with access to showers and toilets – an area will be marked.

For Accommodation enquiries contact Mildura Visitors Information Centre 1800 039 043 or website www.visitmildura.com.au

See entry form next page.

The form can also be downloaded from the SHMCC website



BSA LIGHTNING
650cc (40 cu. in.) Twin with dual carburetors

Acceleration to match its name, sport bike stop-and-go power.

This is the thriller, scaled up to highest highway performance. This is the BIG dual twin; twin carbs, twin cylinders, new double leading shoe racing front brake. This is the one with the revs, the full race camshaft, with the 53 long-legged horses. This is the best in super sport.

Twin mounted speedometer and tach give you a commanding view of real performance. See and feel surging power at the flick of your wrist.

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• **Welcome to 2017...** This year is already speeding by, like a well-tuned Trumpy 650. There's already been some busy times, and there are a few ahead.

The next big one is the Meander. See all the details you need, and then some, in this issue. Remember I am always looking for interesting articles, facts or photographs to help fill the newsletter.

So don't be afraid to get in touch. My thanks as always to those who contribute and for this edition that is Jack and Jeff McCarthy.



PO Box 2071 Mildura 3500

MILDURA MEANDER 20 & 21 MAY 2017. *CLOSING DATE 30 April 2017.*****

ENTRANT;.....

ADDRESS;.....

PHONE;.....

EMAIL;.....

MOTORCYCLE; (Make).....Reg. No.....

(Capacity).....cc (Year).....Solo/Sidecar

CLUB;.....

ENTRY FEE; (All riders) \$ 60.00 (Includes Sat & Sun lunches)

EXTRA LUNCHES ; (pillions/ partners add \$12 each lunch) \$

TOTAL; \$ _____

Both morning teas will be PAYG.

*****Saturday night dinner* RSL Club** Number attending () or ; I will not be attending. (Please circle one).

EFT PAYMENTS TO; Bendigo Bank Mildura **BSB - 633 108 A/C- 1059 66329 REFERENCE;** Your initial and surname. Once processed we will email confirmation to you. **It is important that you post a copy of the entry form to us for our records to ensure orders are placed for meals etc.**

or **Post Entry & payment to;** SUNRAYSLIA HISTORIC MOTOR CYCLE CLUB - P.O.BOX 2071 MILDURA VIC 3502.

PLEASE NOTE; Entries to be received by 30 April 2017. NO LATE ENTRIES - NO ENTRIES ON THE DAY

Cancellation policy – Full refunds will be issued subject to the club being advised before 7 May 2017.

INDEMNITY; Please Note: Entries are accepted subject to the signed Indemnity.

(1) All entrants, owners, riders and participants enter and participate in the event solely at their own risk.

(2) Sunraysia Historic Motorcycle Club Inc. Mildura, the organizers of this rally will not be held liable for any loss or damage or injury suffered by or caused to any entrant, owner, rider, passenger or property attributable to circumstances howsoever arising.

In completing and signing this entry form I acknowledge that I have read understood and accepted the Indemnity Statement applying to me as set out in paragraph 2 above and I have entered the event solely at my own risk. Unsigned entry forms will not be accepted.

Entrant's Name:

Entrant's Signature: _____

Date:

TOUGH AND FAST



BSA power wins! Here's Dick Mann winning the 1967 Peoria National TT Championship in his BSA 650.

Dick also rode his BSA to victory in the 12-mile National at Reading, Pennsylvania, where BSA made a clean sweep.

BSA — with Dan Haaby up — won the 8-mile National at Ascot, California. BSA took 4 out of the first 5 places in this greatest of all dirt track events.

Great for the roughest trails. And underneath the glossy beauty there is ruggedness to spare. Oversized racing brakes, rugged shock absorbers measure up to the engine thrust.



BSA THUNDERBOLT 650cc (40 cu. in.) Twin

Big engine, small rev-count per mile, smoothest cruising performance and flashing new chrome fenders. The Thunderbolt is the one with the tamed thunder.



BSA ROYAL STAR 600cc (36.8 cu. in.) Twin

All the power you'll ever need to flatten the steepest hills, even with two up. Easy starting, easy riding, easy to look at and the lowest priced, full sized Twin in the line.



BSA STARFIRE 250 250cc (15 cu. in.) Single

This is the lightweight with the heavyweight performance. Four-stroke o.h.v. power makes this one look and act like a bike with twice the displacement.



BSA SPITFIRE MK IV SPECIAL

650cc (40 cu. in.) Twin with dual carburetors

This is the super sport tuned for performance. This is the one described as the "fastest street machine under 750cc". This limited-edition bike has racing parts and the new double leading shoe racing front brake and has been timed at an actual 120 mph, but canters along at top legal speeds like a well-mannered thoroughbred.



BSA SHOOTING STAR 441 441cc Alloy Single

Big power, light weight, this adds up to the best of handling and sparkling top-end performance. And because go-power without stopping power is no go, the Shooting Star has a new front brake — a full 8" in diameter.

BSA

BSA MOTOR CYCLES LIMITED

Armory Road

Birmingham 11, England

Telephone: Victoria 2381

Cables: Selmatco Birmingham 33/315

PRINTED IN U.S.A.

Note: All specifications subject to change without notice



BSA FIREBIRD SCRAMBLER

650cc (40 cu. in.) Twin
with dual carburetors

This big twin leaves the other scramblers buzzing in its wake. It's the famous Lightning engine with 10 to 1 compression and quiet, free-flow exhausts to give you every last fraction of horsepower. Add to this our new double leading shoe, racing type front brake and you have the winning edge in power, speed, and handling.

A bit of BSA motorcycle history...

BSA Motorcycles were made by BSA Cycles Ltd, under the BSA parent, up until 1953 when the motorcycle business was moved into holding BSA Motorcycles Ltd.

The first instance of intention to produce motorcycles was reported in *The Motor Cycle*, a British motorcycling journal, in July 1906. The first wholly BSA motorcycle, the 3½ hp was built in 1910 and displayed at the first Olympia Show, London on 21 November in that year.

Sir Hallewell Rogers, BSA chairman, had informed the shareholders at the Company's 1910 AGM in Birmingham: "We have decided to put a motor-bicycle on the market for the coming season These machines will be on exhibit at the Cycle and Motor Show on November 21st, after which date we look forward to commencing delivery".

The machines were available for the 1911 season and entire production sold out. BSA had previously acquired a commercially available engine in 1905 and fitted it to one of their bicycle frames and discovered at first hand the problems that needed to be overcome.

BSA Cycles Ltd was set up as a subsidiary company in 1919 under Managing Director Charles Hyde to manufacture both bicycles and motorcycles.

BSA produced their only two-stroke motorcycle design for the 1928 season, the 1.74 hp Model A28 with two speed gearbox. It was produced as the A29 and A30 the following two years and became the A31 with a three-speed gearbox in 1931, the last year of production.

The post-war 'Bantam' was a German DKW design, part of war reparation, and not a true BSA design.

BSA motorcycles were sold as affordable motorcycles with reasonable performance for the average user. BSA stressed the reliability of their machines, the availability of spares and dealer support. The motorcycles were a mixture of side valve and OHV engines offering different performance for differ-



- How many people started their motorcycling 'career' on a Bantam?

ent roles, e.g. hauling a sidecar. The bulk of use would be for commuting.

BSA motorcycles were also popular with "fleet buyers" in Britain, who (for example) used the Bantams for telegram delivery for the Post Office or motorcycle/sidecar combinations for AA patrols. The Automobile Association (AA) breakdown help services. This mass market appeal meant they could claim "one in four is a BSA" on advertising.

Machines with better specifications were available for those who wanted

more performance or for competition work.

Initially, after the Second World War, BSA motorcycles were not generally seen as racing machines, compared to the likes of Norton. In the immediate post-war period few were entered in races such as the TT races, though this changed dramatically in the Junior Clubman event (smaller engine motorcycles racing over some 3 or 4 laps around one of the Isle of Man courses). In 1947 there were but a couple of BSA mounted riders, but by 1952 BSA were in the majority and in 1956 the makeup was 53 BSA, 1 Norton and 1 Velocette.

To improve US sales, in 1954, for example, BSA entered a team of riders in the 200 mile Daytona beach race with a mixture of single cylinder Gold Stars and twin cylinder Shooting Stars assembled by Roland Pike. The BSA team riders took first, second, third, fourth, and fifth places with two more riders finishing at 8th and 16th. This was the first case of a one brand sweep.

The BSA factory experienced success in the sport of motocross with Jeff Smith riding a B40 to capture the 1964 and 1965 FIM 500 cc Motocross World Championships. It would be the last year the title would be won by a four-stroke machine until the mid-1990s. A BSA motocross machine was often colloquially known as a "Beezer."

Birmingham rocker Steve Gibbons released a song "BSA" on his 1980 album "Saints & Sinners" as a tribute to the Gold Star. He still plays this song with his band and often performs on the Isle of Man at the TT races.

The BSA motorcycle fact file...

BSA (Birmingham Small Arms company limited)

Born: June 1861

Last original-era machine: 1973

Claim to fame: Was once the world's largest motorcycle manufacturer

BSA. That rings a bell. What's it famous for?

So it should. BSA, or the Birmingham Small Arms company Ltd, is the 'other' historic British bike brand (along with Triumph and Norton) most famous for machines like the Bantam, Gold Star and Rocket III. At its peak it was the largest motorcycle firm in the world.

But not any more, obviously...

No. Unlike Triumph and Norton, which have both recently been revived after floundering in the 1970s, BSA remains 'off the radar', which, in these days of rebirth for countless classic British marques, is something of a mystery – but more of that later.

So what's the 'Arms' bit?

It started out as a gun company and, to some degree, remains so today – you might have had a BSA air rifle as a kid. It was founded in 1861 by 14 members of the Birmingham Small Arms Trade Association specifically to produce weapons on an industrial scale – it was hugely successful, too.

Didn't BSA have something to do with the Spitfire?

Yes, all the Battle of Britain Spitfires and Hurricanes used Browning .303 machine guns made by BSA. During the course of WWII, BSA made nearly 0.5million Brownings plus 1.25m Lee-Enfield rifles and 400,000 Sten guns. Military rifle production ended in 1961.

So how did it go from guns to motorbikes?

Like many other historic manufacturers – via bicycles. BSA's gun machinery proved remarkably adaptable to making bicycle parts, the company wanted to diversify so, in 1880,



it produced its first bicycle. Motor bicycles were added in 1910 when the BSA 3½ hp was exhibited at Olympia. It sold out for the next three years.



bike production and launched the hugely successful Bantam in 1948 (based on a German DKW design taken in war reparations). When it took over Triumph in 1951 the combined volume made BSA the world's largest motorcycle producer.

Surely it had better bikes than the Bantam though?

Don't knock it: the lightweight two-stroke was many people's introduction to motorcycles with more than 250,000 built. But no, it wasn't the sexiest. Models like the Gold Star single, A10 Rocket Gold Star twin and Rocket III triple laid best claim to that.

So what went wrong?

As with the rest of the UK industry, how long have you got? Poor management, complacency, a lack of new models and more led to decline (by 1959 Honda had overtaken them). By the early '70s the whole UK industry was in crisis.

Then what happened?

In 1972, a government rescue plan saw BSA's motorcycle businesses merged with Norton-Villiers to create Norton-Villiers-Triumph. It didn't work. Their last BSA-badged bike was produced in 1973 with NVT liquidated in 1978 (Triumph by then had already been sold off to a workers cooperative).

So was that it?

No. A new company bought the rights and briefly produced the Rotax and Yamaha-powered Bushman and Beaver trailies. A takeover in 1991 led most famously to the Seymour Powell-designed MuZ Skorpion (although it was briefly badged BSA).

Another takeover in 1994 resulted in BSA-Regal Group, a move to Southampton and, in 1997, brief production of the Yamaha SR-powered Gold SR. BSA Guns (UK) Ltd lives on as a separate entity producing air and spring sporting guns in Armoury Road, Small Heath – next door to the remains of the historic factory.



Wanted To Sell

• NORTON Model 7 Dominator crankshaft and conrods. Fully reconditioned. Complete Norton Dominator gearbox minus clutch. Serial #GB8 2418. Will listen to realistic offers. Call Adam on 5023 0977.

• 1987 Harley Sportster XLH 883 DLX. \$7000. Red plate eligible. Ring Danny Curran 0418 303 964.

• 1984 Suzuki GSX250S. Reg 4386H. \$2000 ono. Roger Moser 0428 413 323. See RIGHT.



• 2001 Triumph Sprint 955i. Asking \$4000 ono. For details ring Trev on 0439 654 539.

• 1962 (approx) Yamaha YDS 2 or 3 250 road bike. Almost complete. Make a good restoration project. \$1500 ono. Again, ring Trev on 0439 654 539 for details.

Wanted To Buy

• SUNBEAM S7 1950 gearbox to tailshaft coupling or bushes. Also gear indicator bezel that goes between gearbox and gear lever. Please contact Paul Dunn 0408 999 120.

• CB450 HONDA Twin Leading shoe front drum and backing plate and linkage. Complete. 0407 364 692 or email dougo294@hotmail.com.

• MOTORBIKE trailer. Call Nicky on 0417 629 875

• MOTORBIKE trailer. Two or three bikes for club runs. Phone Ian on 0428 242 613.

Coming Events

Regular Club Runs

- ☐ Monthly meeting rides leave from Hudaks on 15th Street opposite Centro at 10am. And remember, try not to park near the pet shop. The run finishes at the Mildura Scout Hall in 12th Street, Mildura.
- ☐ The mid-month ride leaves from Hudaks on 15th Street opposite Centro at 10am on the second Sunday of the month. Turn up with a full tank and please, DO NOT not to park near the pet shop. The owner bites!
- ☐ Many more events listed on our website at www.shmc.org.au



This is a good deal...

Graham Burton-Clay at Sunraysia Bearings, 34 Orange Avenue, Mildura, telephone 5023 4337, is offering all SHMC members trade prices on a wide range of items including those featured below... All you have to do is flash your membership card to get one of the best deals going around. The Sunraysia Bearings team have 50 years experience in the industry, and the business is locally owned and operated by people that live and work in our community. Thanks Graham! Let's support the bloke who supports us. The good stuff!

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SUPER ENGINE CONDITIONER

RESULT OF TEST - LANCIA
At 7500 RPM the power increased noticeably. Fuel and CO2, due to better engine being in the optimal condition, dropped. The test once again confirmed that adding the best steps to decrease fuel usage and increase economy of the vehicle due to the direct and immediate spraying resulted in the maximum performance the car has to offer. The car will achieve the required speed faster with less engine revs required.

ThreeBond Super Engine Conditioner cleans the combustion chamber and induction system on petrol engines by removing carbon, sludge, varnish and gum without dismantling major parts on the engine. Should only be used by experienced mechanics with proper ventilation systems and equipment.

- IMPROVES PERFORMANCE (see independent test results)
- REDUCES FUEL CONSUMPTION - Less acceleration is required
- IMPROVES FUEL ECONOMY
- REDUCES POLLUTION
- HELPS COMPRESSION RATIO
- HELPS SMOOTHEN ROUGH IDLE & PINGING

See it work!
ThreeBond Super Engine Conditioner is sprayed into the throttle body of your engine. This initial stage removes the soot and build up inside the throttle body (caused by normal engine operations (20,000km approx)). The application also requires a proportion of the can to be sprayed into the throttle body whilst the engine is running. This then attacks the carbon build up that is inside your engine that has attached itself to the pistons, combustion chamber and valves leaving the parts clean, as like a new engine and helps the flow of air, fuel and the performance.

Contents and Warnings
Suitable for petrol engines, suitable for use on vehicles with turbochargers, suitable for use on vehicles with diesel engines. Should only be used by experienced mechanics with proper ventilation and equipment. Only for use on petrol engines. Do not use on 2010+ Ford, Volkswagen Golf 2, Renault Sport R50, Renault Sport R50, Renault Sport R50, Renault Sport R50.

RESULT OF TEST - HOLDEN VE
Performance at 6000 RPM and 6000 RPM, using the ThreeBond Super Engine Conditioner.

SAKASANA BUBINC PIV LTD
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All Lubrimaxx products meet or exceed the performance criteria set by the American Petroleum Institute and Society of Automotive Engineers