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NOVELTIES FOR 1935

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Thursday, October 18th, 1934.



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## The Winged Wheel

### CANTERBURY



### OWNERS CLUB

Newsletter of  
The Canterbury BSA Owners Club Inc.  
PO Box 2907 Christchurch 8140  
New Zealand.

[www.canterburybsaoc.org.nz](http://www.canterburybsaoc.org.nz)

ISSUE 282—Feb/Mar 2017

## Committee 2016-17

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## Club Members Contact List

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Harry	Brown	942 8621	Ian	McGregor	980 4428
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Paul	Burbery	327 6197	Pete	Milner	342 7336
Peter	Burroughs	327 6899	James	Nimmo	960 9273
Maxine	Carrington	03 528 4573	Lyn	Nimmo	960 9273
Bruce	Chapman	03 347 4442	Brett	O'Rourke	347 8293
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Vic	Daniel	359 9661	John	Proffitt	980 3349
Richard	Dolan	342 5599	Dean	Richardson	980 0292
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Wade	Enright	980 0365	Ken	Roy	328 8099
Max	Green	03 313 0520	Brian	Short	
Herb	Hart	327 3840	Ken	Smith	359 9002
Ritchie	Hart	359 9606	Jim	Snelson	960 9113
Geoff	Howat	349 5917	Peter	Speller	337 3308
John	Kearns	322 4902	John	Taylor-Leigh	942 2977
Reija	Koskinen	021 207 0128	Scott	Templeton	022 011 5192
Darren	Crothers	021 686 521	Allan	Tester	03 578 9938
			Ted	Tomlinson	
			Mark	van der Looy	355 4943
			Brian	Ward	355 8209
			Graeme	Watson	332 2048



Screws are a full set of A7/A10 plunger model timing, primary & gearbox. The two bolts are A7/A10/B33 plunger lower plunger clamp/muffler clamp bolts. Remaining items are A7/A10/B33 steering damper.

Colin Pitkethley can also provide loose screws from 1"- 1<sup>5</sup>/<sub>8</sub>" in steps of 1/8", also 2" @ \$1 each. BSW threads with 1/4" shanks.

Contact Colin at 021 128 0483 or email: [sue.colin@kinect.co.nz](mailto:sue.colin@kinect.co.nz)

Colin is looking for a pair of 1953 A10 plunger mudguards & a set of exhaust pipes.



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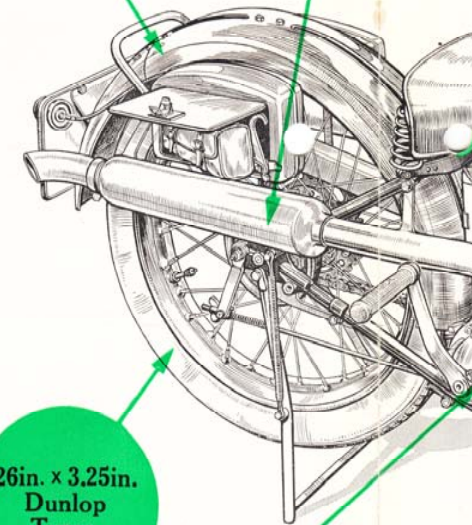
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# CANTERBURY BSA CLUB

10th April	Committee Meeting	Papanui Club
10th April	Club Night	Papanui Club
16th April	Club Run	Bush Inn carpark
8th May	(No Committee Meeting)	Papanui Club
8th May	AGM	Papanui Club
21st May	Club Run	Bush Inn carpark
12th June	Committee Meeting	Papanui Club
12th June	Club Night	Papanui Club
18th June	Club Run	Bush Inn carpark

## CLUB NIGHTS

Held on the second Monday of each month. Venue is Matches Sports Bar, Papanui Club, Sawyers Arms Road, Christchurch  
Club nights commence at 7.30pm unless otherwise advised  
Check *"The Press"* (Motorcycles column) Saturday prior to meeting.

## CLUB RUNS

Held on the third Sunday of each month unless otherwise advised  
Depart from Bush Inn Centre Carpark (opp Westpac), Upper Riccarton  
Summer months meet 10.00am Depart by 10.30am  
Winter months meet 10.30am Depart by 11.00am  
Check *"The Press"* (Motorcycles column in *Motoring* section) Saturday prior to run.  
You don't need a BSA to come on a run.  
Should the run be cancelled for any reason, it will be held the following Sunday.  
The run destination may be changed at the start if weather conditions are not suitable or circumstances change.

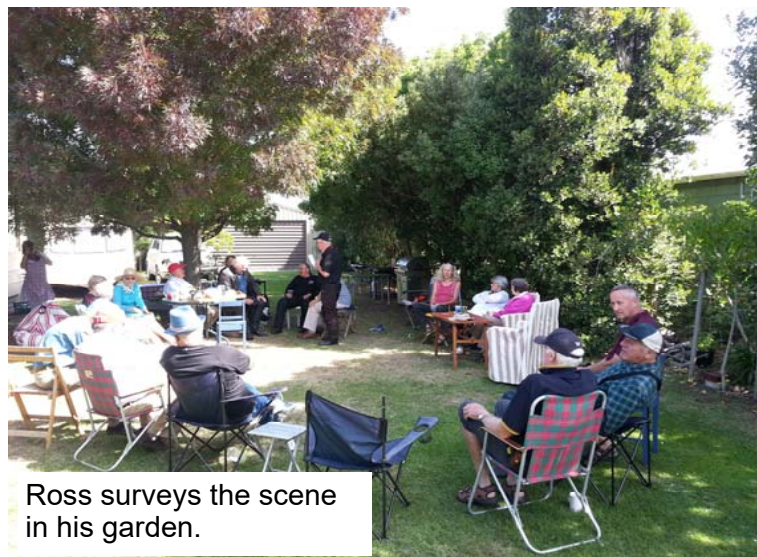
## COMMITTEE MEETINGS

Held on the second Monday of each month at 7pm at Matches Sports Bar, Papanui Club, Sawyers Arms Road, Christchurch  
Committee members & phone numbers listed inside front cover

Pete M (Suzuki), Ross C (Kawasaki), Didier L G (Tri Daytona), Ray O'R (A10), John P (A75)

By car (with partners):

Herb H, Kim M, Paul B, Wayne L, John K, Harry B, Peter B



Ross surveys the scene in his garden.



Leeston stop, so that we time our arrival to perfection.

## BBQ Run to Little Rakaia Huts – 19 Mar 2017

This run was a month later than usual but it was worth waiting for. The autumn day was a cracker and of the 10 bikes at Church Corner, 7 were Brits. We told you we were taking over the world. Nice to see Geoff H again on his immaculate Honda Classic 500. Our usual route takes us around the base of the Port Hills, through the Road Tunnel and then around the bays and over Gebbies Pass to the Akaroa Highway. However, we hadn't factored in the annual City 2 Surf fun run and found ourselves blocked from access to Port Hills Road (after optimistically ignoring several signs), so had to move quickly to Plan B. That meant backtracking to Dyers Pass Road and taking the route over Dyers Pass to Governors Bay before re-joining Plan A. It's pretty sobering seeing the vast area of fire damaged vegetation on the Dyers Pass route with many large trees and much native bush gone.

We had to navigate another event taking place at Allandale before clearer roads opened up for the run over Gebbies and down to the Blue Duck café where we regrouped. Well over 100 motorcycles passed by heading for Akaroa but fortunately we were heading the opposite way because they were soon to be caught up in an accident scene and a car fire further on, with a huge tailback of vehicles we heard. Onward to Motukarara and then via Duckpond Road to Coes Ford. Next stop was Leeston for another muster before the final sprint to the Rakaia Huts and Ross and Adele's place where several club members and their partners were already settled in, having taken the car option. Ross and Adele were busy hosts as usual, with Charlie doing a top job on the BBQ. It was good to see Adele regaining her health again and hopefully we didn't cause too much extra work.

Suffice to say the food was up to the usual high standard and Ant made sure no-one went home without their sausage quota. Kim did his star turn with the fish part of the menu again – smoked salmon this time. All washed down with a Speights. After a relaxed afternoon catching up with mates it was time to head home. Max had already done 90 miles just getting to lunch so he easily got the 'I had to go the extra mile for lunch' award. If we had one.

Special thanks to Adele and Ross for hosting the club again and their catering. Thanks too to Thomas, Ant and Charlie for organising the club's contribution to the BBQ and transporting it and doing the cooking. Also, thanks to the other contributors – you know who you are!

On the run:  
Vic D (A65), Geoff H (Honda), Max G (B31), Thomas B (A10), Ant R (A10),

## *From the Editor*

Hello again. I hope you're easing into the autumn after a brilliant summer's riding.

You may notice that the usual Run Etiquette has been replaced by a Disclaimer. This follows changes in the Health & Safety legislation and liability issues.

Our AGM is on Monday 8 May at 7.30pm. See notice on page 6 for location. Please return all trophies to a committee member ASAP. Ray has already returned the much sought after Hard Luck Trophy.

Once again, the BBQ Run was a huge success. Thanks to Ross and Adele for hosting the event and helping with the catering, along with Thomas, Ant and Charlie. The 'A' team.

Welcome to Darren Crothers, a new member who has a 1928 BSA Sloper. I'm looking forward to seeing 1928, 1929 and 1930 Slopers out on one of our runs!

The Minister of Transport, Hon Simon Bridges, sent me a reply to my WOF suggestion which I've printed elsewhere. He obviously found my thought processes rather compelling, but stopped short of calling my missive the work of a genius.

The B31 speedo is back on the bike after Parrotts did some work to get the odometer and speedometer singing from the same song-sheet. I'm not sure why you'd choose to have each running on a different ratio.

Finally, the usual thanks to all the contributors to this issue: Martin Squires, who provided the centrefold drawing and really went the extra mile for us; Mark Tuttle (Editor-in-Chief, Rider Magazine, and author Andy Saunders; Russell Gallagher; Peter Short and Jens Christensen.

The club magazine can be downloaded from a link on the Home page on the club website - [www.canterburybsaoc.org.nz](http://www.canterburybsaoc.org.nz)

See 'Here is the latest [magazine](#), and the previous [magazine](#)'.

Regards, John

### ***Please note:***

**Winter times now apply to our monthly runs  
Meet at the Bush Inn car park 10.30 am for a 11.00 am departure  
check the Press or the Website;  
[www.canterburybsaoc.org.nz](http://www.canterburybsaoc.org.nz)**

## Canterbury BSA Owners' Club AGM

7.30pm Monday 9 May 2016

At the Papanui Club, Sawyers Arms Road, ChCh  
(In the Papanui Outdoor Bowling Club rooms. Drive in  
the main entrance and keep going to the end of the  
long drive.)

Please come along and have a say in the  
running of your club.  
*Supper provided*

### NOTICE

Your ANNUAL SUBSCRIPTION of \$25 is now due  
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**Thanks for your continued membership**



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## Draganfly snaps up BSA spares cache

ARIEL specialist Draganfly of Suffolk has splashed out £9000 on a massive store of BSA parts.

Owners Roger and Graham Gwynn are on the road to becoming the national experts on BSA spares and will soon publish a catalogue covering models dating from 1913.

The brothers seized the

chance to branch out into BSA at an auction by Alcocks earlier this month.

The entire stock of Michael Freeman Motors, of Stroud, Gloucs, went under the hammer, including a spares service for A7 and A10s and a separate operation covering ex-army M20 spares.

Draganfly also snapped up Freeman's cache of 1913-1973 BSA spares, complete with a card index system.

Graham Gwynn said: "The sale was the ideal chance to move into the supply of BSA spares. We now have parts from vintage years to the Rocket-3 and Dandy moped."

#

## Springfield Run – 19 Feb 2017

It still sounded like a scene out of MASH as I wheeled the B31 out of the garage. The helicopters had been busy dampening down hotspots after the Port Hills fires and smoke was still clearly visible in a few places. I didn't think I'd ever get to like the close by chopper sound but the guys flying these things have done an awesome job in difficult circumstances and it was reassuring to hear them fly their sorties each day. The NE drizzle wouldn't have been much help either and it looked clear enough inland for a ride. The bike started easily but misfired badly on the way over to the meeting place. The spark plug looked rather dirty so a quick change to a new plug and we were sorted. Ulrike commented that she didn't actually know how to access the plugs on her modern with its fully enclosed power unit. I phoned Ant to check whether he and Thomas were on their way but they'd decided the weatherman had things right.

Since I'd fitted the cycle speedo to the B31 and found the 10 mph difference between that and the Smiths speedo, I'd taken the Smiths instrument into Parrotts in Christchurch. They found that the odometer and the speedometer were geared differently, so only one was correct! This run was a good chance to get it sorted. As well as comparing the Smiths with the cycle speedo, I loaded a GPS app onto my mobile and charged the battery as the ultimate check. By the time I reached our Church Corner meeting place the phone was down to half battery and hot to touch. It's a Samsung and still thinking about those Port Hills fires, I turned it off.

We rode out the Old West Coast Rd route to Waddington and then on to Springfield and the pub for lunch. The barman was just taking our last order when Thomas tapped me on the shoulder. He'd decided to chase us to Springfield and if he hadn't stopped to talk to Paul on the way, would've caught us. Anyway, it was good to see him. The old pub wasn't exactly flat out when we arrived but it wasn't long before another group of mainly Harley riders colonised the outside tables. That meant we had an audience to watch the

kick-start performances for the home ride. Max provided the masterclass, with a first kick start! A good day out.

On the run:

Didier L G (Tri Daytona), Richie H (Tri TR6), Max G (B31), Ray O'R (A10), Ross C (Tri Daytona), Herb H (Honda), Thomas B (A10), John P (B31) and Ulrike and Alan to Springfield. Ross McL was our waver-offer for the day.



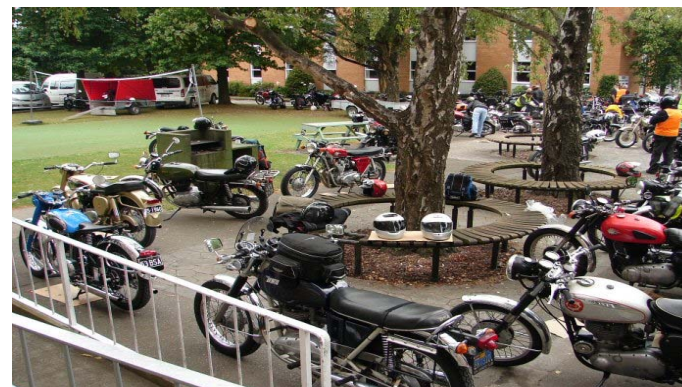
Like we said, Don's a sociable guy. Thirty years ago, he wondered why, if there was a California Ariel Club and a Norton Owner's Club, there was no BSA club, when BSAs outnumbered all the other British bikes he'd seen on the curvy NorCal roads. "The Southern California BSA Club had 275 members. I thought maybe we could get up to 100".

Don and the late Tom Fyfe established a BSA Owners Club of Northern California, and sent out a monthly newsletter (which has not missed an issue in 30 years). He and his buddies also started a unique meeting, The Clubman's All British Motorcycle Weekend, every spring at the Santa Clara County Fairgrounds. It's a concours-style motorcycle show, social gathering and swap meet, followed by a ride the next day. The event is now in its 29<sup>th</sup> year and draws thousands of attendees eager to see pristine examples of British bikes, restored and original (a different British make is featured every year), and eager for a chance to win a restored British bike in the raffle – tickets are just \$1. Now the BSA Owners Club of Northern California has 500 members.

At the age of 75 and still working, Don no doubt has many more years of motorcycling in front of him (although Shirley says, "I don't know how many more long rides we can take"), and a desire to document his rides. He's working on *Travels with Shirley*, a travelogue of all the miles the pair have done together since 1977. Don realises, though, that compiling a book may be tough – the pair haven't taken enough pictures along the way, and maybe never will. They're too busy enjoying the ride.

*Footnote:*

Don and Shirley were part of a large contingent of overseas riders who attended the 47th International BSA Rally held in Christchurch, New Zealand in February 2010 and hosted by our Canterbury BSA Owners' Club. Best wishes from your many friends here.



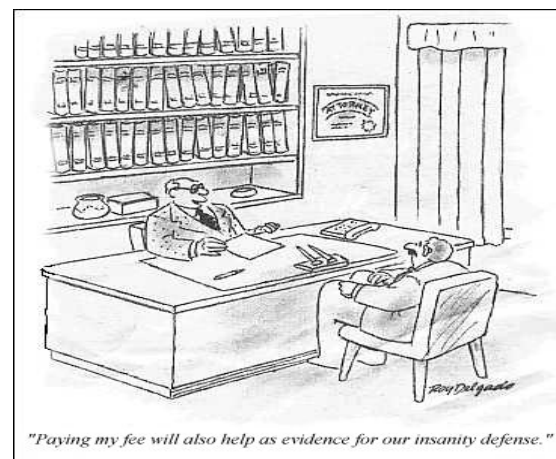
Riding a luggage-laden Brit bike with a California plate is an icebreaker around the world, especially because Don and Shirley avoid autostradas, autobahns and motorways (Interstates too), instead following scenic back roads where they can stop and talk motorcycles with people, and are frequently offered hospitality and accommodation.



Three globetrotters; Don and Shirley have been all over the world on this BSA.

## Disclaimer

The Canterbury BSA Owners' Club Inc. and its Officers will not accept any responsibility for any accident, damage or loss incurred by any persons on any Club organised event or ride. We advise that all members, riders, passengers and people attending any Club organised outing or event must obey the road rules at all times and ride with the utmost care and attention, riding to the conditions at the time. Motorcycles should be registered for NZ and have a current WOF label. Insurance is the responsibility of the Owner. We advise that all members hold their own insurance.



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## Office of Hon Simon Bridges

MP for Tauranga

Minister for Economic Development

Minister of Transport

Minister for Communications

Deputy Leader of the House

Associate Minister of Finance

17 FEB 2017

John Proffitt

[jproffitt48@gmail.com](mailto:jproffitt48@gmail.com)

Dear John

Thank you for your email of 9 January 2017 with the suggestion of allowing classic motorcycles to have a Warrant of Fitness (WoF) issued annually.

Defects can occur at any time between inspections so it is important not to wait for mandated inspections to check vehicles. I appreciate that these classic motorcycles would be kept to the utmost standard in clubs such as the Canterbury BSA Owners' Club. However, safety data suggests there is an increase in crashes related to WoF-type defects when vehicles are around 12 years-old and older. Therefore, only light vehicles (including motorcycles) registered on or after 1 January 2000, are entitled to safety inspections for a longer duration than vehicles registered before this time.

While your suggestion to allow well-kept classic motorcycles to have longer inspection times has merit, the Government is taking a precautionary approach by keeping light vehicles older than 1 January 2000 on six-monthly inspections until they leave New Zealand's vehicle fleet all together. There are currently no plans to review the inspection requirements for any light vehicle at this time.

Yours sincerely

Hon Simon Bridges  
Minister of Transport

inadequate, BSA screen. The bike's longevity is even more impressive when you consider that Don's a big guy, well over 6 feet tall (Shirley is petite, just the right size for a passenger), and the vertical twin displaces just 650cc. "It gets hot and bothered in the mountains, but keeps on going".



**A:** Most BSAs sold in the USA were fitted with stylish small tanks—this BSA owner prefers the increased range of the Euro version. **B:** Don contemplates the collection— he'd rather be riding. **C:** Braking power on Don's Lightning is by twin leading shoe drum; longer-than-stock levers make it work on modern roads. **D:** Twin Hagon shocks provide suspension enough for two. **E:** Smiths speedo shows less than actual mileage; several times it quit working, no surprise. **F:** After 45 years, the original Lucas switches work fine— but the mirror has been updated for modern traffic.

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Pete's magneto sounded like the classic case of a failing condenser, with easy starting from cold but problems with a warmed-up engine. Unlike the Lucas MO1 magneto on my B31, which required a disassembly of the armature to get at the condenser, Peter's Lucas K2F magneto was a candidate for a 'Quick Snip' condensectomy (Brightspark Magnetos Ltd UK). The 'quick snip' procedure entails electrically disconnecting the original condenser without disassembling the armature, and leaving it in place buried in the armature. If the armature has to be disassembled to have the bobbin rewound, then a 'complete works' condensectomy is required.

With the armature on the bench and the HT wire that goes from the bobbin into the boss on the slip ring facing downwards, you should see a wire sheath coming out of the end of the bobbin at the top of the gap between the bobbin and the brass drive-end end-piece. There are two wires inside the sheath and they are connected to the live side of the existing condenser (which may be visible, or it may be potted in a lump of resin). Pic 1

In this case I was able to disconnect the wires from the original Lucas condenser, remove some insulation and then re-solder the two ends together to maintain an electrical connection. The final step was to fit a length of heat-shrink insulation sleeve over the soldered joint, before tucking the wires back into the space between the drive-end end-piece and the bobbin. 'Quick snip' completed. Pic 2

The remaining job is to fit the new EasyCap® condenser (in this case, the CO1 model) in the contact breaker assembly. The first step is to place the armature back in the main housing and refit the end-housing and the original shims for it if there were any. The acceptable end float is between 0.001" and 0.005", achieved by the use of shims (homemade from paper/card is quite acceptable).

This particular magneto was fitted with the earlier brass contact breaker back-plate, rather than the later steel contact breaker back-plate. A different EasyCap® fitting procedure applies to each type and this is well covered in the downloadable notes from the Brightspark website, ([www.brightsparkmagnetos.com](http://www.brightsparkmagnetos.com)). I won't go into a lot of detail here except to say that one (or two) insulating spacer plates on the back-plate are replaced the CO1 condenser. The contact breaker assembly is now refitted to the end of the armature and the points gap reset, before replacing the end cover and the HT pick-up(s) (having first checked the brushes). A cold beer, then reinstall the magneto on to the bike. JP

He owns 29 Brit bikes, built from 1914 to the last decade of the 20<sup>th</sup> century, brands from Ariel to Zenith. Yet you can't really call Don a collector, because he's not one of those guys who exists to buy bikes and then hide them behind locked doors, getting their jollies from gazing at the locked-up beauties. No, Mr. Danmeier loves to ride, and he loves to ride his old bikes all over the world, usually with his partner, Shirley Soucie, on the passenger seat.

Four of Don's bikes – his 1955 Vincent Black Shadow, 1975 Norton Commando 850 Interstate, 1971 BSA Rocket 3 and 1971 BSA A65 Lightning carry home-built saddlebag racks to fit Don and Shirley's Eclipse soft luggage. Incredibly, the pair can head out on a month-long trip with just two small saddlebags and a tank bag, holding tools, clothes and even two sets of raingear (they both rely on leather riding gear, so rainsuits are essential but pack small).

Don and Shirley will go to the next town, or thousands of miles to the East Coast, just for the fun of it, or to attend a rally (Don belongs to 20 clubs). With the choice of many other bikes, including the Vincent and an Ariel Square Four, Don's go-to mount may surprise you. He and Shirley love to tour on a 1971 650cc BSA Lightning, with an original and unrestored 'Dove Grey' painted frame. The BSA has made four trips from coast to coast, plus forays into Canada, and also visited Australia, New Zealand, much of Europe, Ireland, England and, of course, the Isle of Man (four times). Many people have never seen a BSA before; although the company boasted in the '50s that it made one-in-four motorcycles in the world, it faced bankruptcy soon after Don's Lightning was built.

The orphaned 1971 BSA A65 Lightning now has 70,000 miles under its wheels. Modifications include Boyer electronic ignition in place of the original Lucas points, and Hagon shocks to replace the well-worn Girlings. The wide, flat seat has a new cover and custom 3-layer foam by local whiz kid Don Clancy, and is the most comfortable of all, according to VIP passenger Shirley. Don reckons the last oil-in-frame BSA models were the best of all the twins and handle better than contemporary Triumphs and earlier BSA twins and triples.

"Over the years we've spent many times what the bike is worth in shipping fees" says Don, "but we're happy knowing that we've got reliable, economical transport at our destination. The first time we visited New Zealand, we rented a late-model BMW, only to experience a number of electrical failures. Plus the roads in the South Island, and the frequently muddy road-works, are much more suited to lightweight British bikes, so we've taken our own on every visit since".

Even with 70,000 miles on the odometer, the 45-year old BSA Lightning is still, amazingly, running the original steel and bronze plain main bearing on the engine's crankshaft, a bearing that controls engine lubrication and one that has regularly failed for other BSA owners before the bike's first service. The bearing was measured recently and has hardly worn. Don credits regular 1,500 mile oil changes using 20W/50 Castrol mineral oil and the use of a spin-on, full flow Norton oil filter mounted beneath a side panel, in addition to the stock, but

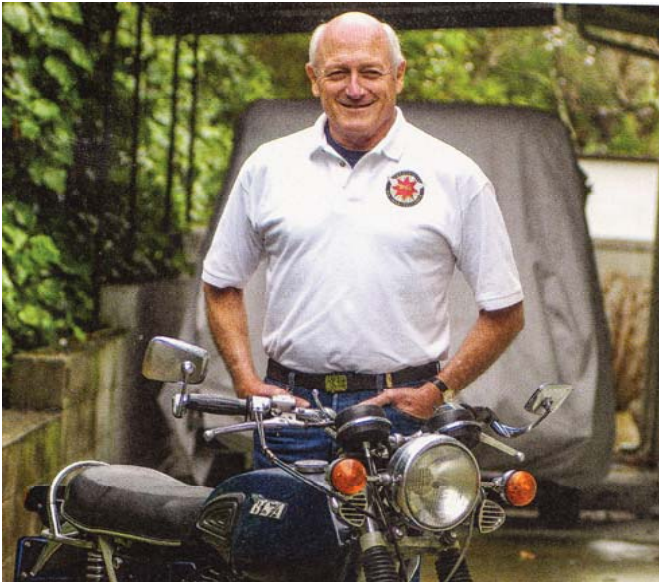
By Andy Saunders (reprinted with kind permission of *Rider Magazine* and Andy)

**Last Chance Rider**

*Don Danmeier And His Brit Bikes*

Don Danmeier is a sociable fellow with a passion for travel on two wheels, an abiding affection for British bikes of the 20<sup>th</sup> century and a love for a good deal. It's a dangerous combination, one that has landed many an enthusiast in divorce court or the poorhouse, or at least shuttling between storage lockers. Having painful experiences with two of those places, Don decided long ago to specialize. These days he only keeps 'last edition' British motorcycles, bikes that were built at the end of the line and therefore most likely to be actually rideable as a practical proposition.

As an architect, specializing appropriately enough in failure analysis, Don feels everything must have a theme; focusing on last editions meant he would not be tempted by every deal that came along. If it wasn't from the last year or so of the model's life, he would happily refuse it. He's seen too many garages filled with basket case 'project bikes' that were too cheap to refuse and too worn out to repair. "The British have a great term: 'Clapped out'", he explains.



Don and his faithful steed, a 1971 BSA 650cc Lightning

Pic 1



Pic 2







The new CO1 EasyCap® condenser fitted in the contact breaker assembly



# MOTORCYCLE SPECIALS

## 1971 Trackmaster BSA A7OL 75Occ

Illustration and Words by Martin Squires

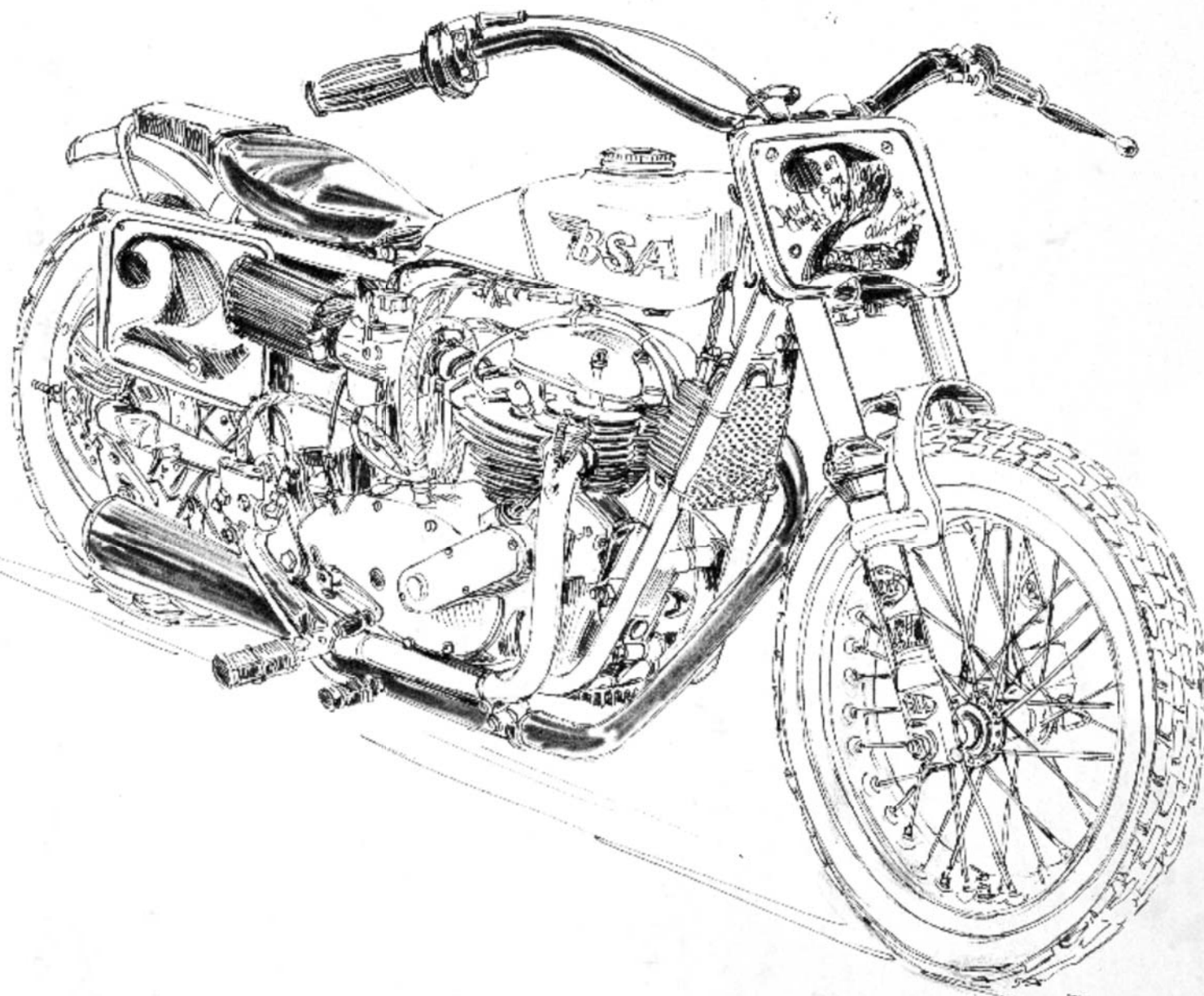
Sketched at the Stafford Classic Motorcycle Show (UK) in October 2016, this authentic 1970s flat-track machine had been on my list to do since I had seen it at a previous show at the Birmingham NEC (UK) in 2014. Flat-trackers are rather fashionable at the moment, but it's a real treat to be able to see the real thing.

In 1971 BSA developed a 750cc twin, based on the 650cc A65, to contest the US championship. BSA needed to produce and ship 201 A7OL street-equipped motorcycles to the US for homologation. This machine is number 173 of that batch. Six race motors were sent to factory supported riders for their race machines. The A7OL was instrumental in helping Dick Mann secure the 1971 US national championship and also gained successful runs for top riders such as Dave Aldana, Don Emde and Jim Rice.

Number 173 was delivered to Eric Witt, the West Coast BSA representative, who supplied it to Dan Perko, a flat-track rider from Colorado. Rick Cook rebuilt the street machine into a Trackmaster oil carrying frame, tuning the engine with head porting, race cams and magneto ignition. Dan was successful in the 750cc class on this machine, with four firsts and one second in seven races at Coal Creek Raceway, Colorado, between 1971 and 1973. Dan was one of the many 'local assassins' riders who knew their home track inside out and would often win. After this, the A7OL moved on to Randy Lemeaustrande who found success, then from 1978 Joel Wray raced the BSA in the vintage flat-track series until 2002, when he stopped racing.

The BSA was bought by a flat-track enthusiast who told me, "It's a lovely, well-mannered machine and always draws attention because of its clean lines and lean profile. If BSA had ever marketed a street tracker they could have sold them in droves. As it is, it remains a rarity."

(Special thanks to Alastair McQuaid for his help and time with this article.)



### Engine:

BSA A7OL with Megacycle Cam  
Bore / stroke: 75 / 85mm  
CC/HP: 750cc, 69bhp @ 8,000 rpm

### Carburettor:

2 x Mikuni 34mm

### Gearbox:

Close-Ratio 4 Speed

### Ignition:

Fairbanks-Morse dual fire magneto

### Frame:

Trackmaster, nickel plated 4130 chromoly with  
Trackmaster "S" - sided swingarm

### Suspension:

Ceriani 35mm forks with adjustable preload caps.  
Redwing kmx330 rear Shocks