

# Go follow the Sun Go BSA

Leave the traffic trailing. Find your own sunspot with go-anywhere thoroughbreds from B.S.A. Take the **500 c.c. Royal Star**. In its class, one of the zippiest touring machines ever made. Test its potent engine over the roughest roads. You'll leave lesser machines struggling. And get a kick out of Royal Star's standard equipment: 12 volt electrics with twin coil ignition, 26 mm. Amal carb, 8 in. twin leading shoe front brake, 150 m.p.h. speedo, separate sports headlamp and oil pressure warning system.

Step up to the **650 c.c. Thunderbolt**. It's a rugged powerhouse that's made to take punishment from the meanest roads. And it's got the extras to win you envious looks. Blade mudguards, balanced exhaust system, racing seat, oil pressure warning system, 8 in. twin leading shoe front brake and rubber gaitered front forks.

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**650 c.c. THUNDERBOLT**

Race proved pattern 8 in. dia. twin leading shoe front brakes fitted to all 500, 650, and 750 c.c. models.

Lightning and Firebird Scrambler now feature this stylish new all-steel fuel tank fitted with quick action filler.

Matching speedo and tachometer clocks (Lightning and Firebird) are mounted at fork top. Ammeter (not Firebird), lighting controls, ignition, and oil pressure warning lights are incorporated into headlamp shell to provide compact instrument layout.



**1970**

## *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 283- Apr/Jun 2017*

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## President's Page

Sorry that there has been an absence of my word but with Adele's health problem I have not been on a ride since January 17th, so I am getting cabin fever.

To keep my riding current I go on Tiki Tours around the suburbs which keeps the reflexes sharp.

Once again we have had our AGM, which was down on member attendance but we had a good social meeting and supper with no contentious issues and returned the same committee in its entirety for the next year.

It is our turn to host the BSA National Rally next year so we would like to hear from the members with regard to ideas for activities and rides or any other issues to do with it.

Just changing tack a bit owing to being associated closely with a stroke, I hope everyone is paying attention to the publicity with what to do i.e.

**FAST** (face, arms, speech, time) - act fast and call 111 if you note any changes.

Regards, Ross



# CANTERBURY BSA CLUB

10th July	Club Night & Committee Meeting	Papanui Club
16th July	Club Run	Bush Inn carpark
14th August	Club Night & Committee Meeting	Papanui Club
20th August	Club Run	Bush Inn carpark
11th September	Club Night & Committee Meeting	Papanui Club
17th September	Club Run	Bush Inn carpark
9th October	Club Night & Committee Meeting	Papanui Club
15th October	Russ Short Memorial 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

In one of those small towns, Takaka, in the northern part of the South Island, we stayed at a B&B that was an old, very large house that was undergoing restoration. Our room was near the back door which opened out onto the patio, BBQ, etc. We noticed that the door was left opened for the whole night. In the morning, we mentioned this to the owners (a young couple), and they responded that this was normal and it was also not uncommon to leave the keys in the ignition. When was the last time you could experience that?

We had a very comfortable feeling in these small towns. Earlier in the week, we stayed at another wonderful B&B in Nelson, one of the larger cities in the South Island. We really enjoy B&Bs because the owners and the guests are generally very friendly and very interesting.

This is a great experience, except that it makes it difficult to leave in the mornings and on many occasions we have gotten off to a later than expected start. On this occasion, as we were just preparing to leave (late again), a nearby resident, Henry Balfour, came by and began talking about Brit bikes and BSAs in particular. He was very interested in our travels on our BSA and he invited us to come over to see his BSA project he has been working on. He still had a lot of work left to do and so was not able to bring it to the Rally. What we found was: a healthy Devimead 750cc BSA engine in one of the very few BSA Fury/Bandit frames that he had modified to accept the engine which was tilted forward in the frame. Light weight ... maybe fast. More stories and experiences to follow ...



1971 BSA Fury in original trim.



## **BSA Bulletin – article by President, Jim Tomich**

Getting back home is great ... but, what's this? It's winter?!! Wet, cold and bare trees ...

We have just returned from the 2010 International BSA Owners' Rally in Christchurch, New Zealand, where it's summer with fresh peaches, berries and flowers. And, as it seems with many of the recent international rallies, there actually was some rain during the rally.

The two islands of New Zealand are about the same land mass as the UK (or Oregon, or Michigan), but a little narrower in some spots and surrounded by major oceans. So, the weather can change pretty quickly. But it was a long trip, short month, some impressive mountains and some interesting combinations of features.

We hiked a short distance to a viewpoint to look at the Franz Josef Glacier that was about a mile distant with bluish-grey ice melt water flowing down the river. The trail we took looked like we were in the tropics ... ferns, palms, big-leafed plants and Keas flying around (large, colourful birds in the parrot family). Very tropical and just a 'stone's throw' from a large glacier. I did not expect that.

We arrived about one week before the Rally and planned to stay about one and a half weeks after the Rally to travel around the South Island. One of the first things you will notice (other than driving/riding on the left side) is that there is not much traffic on the South Island. Christchurch is the largest city, but once outside the city, most towns are small. The primary roads are great ... smooth surface and well-marked.

In contrast, California's roads appear to be falling apart. Also in New Zealand, the concept of one-lane bridges. Why not? With so little traffic, there is no need for big, expensive 2-lane bridges that would hardly be used. And, the signs clearly indicated which direction has the right of way ... if you do not have the right of way, you must 'give way'.

The total population of both islands is approximately 4.3 million people. The North Island has approximately 3 million, which leaves only 1 million people scattered around the South Island. A good number of those live in the 3 or 4 largest cities. We could ride for an hour in some places and not see another vehicle travelling in our direction. And, life is a little more relaxed in the small towns.

## *From the Editor*

Another AGM has come and gone, and you'll probably notice that the committee has a familiar look about it. There were no contentious issues raised from the floor this year but it was agreed that the newsletter would become a quarterly publication, rather than bimonthly. That's not set in concrete though, and if the editor was flooded with articles from club members, it could easily revert to a bimonthly. Meanwhile, we'll try to keep things interesting and informative.

See the advert on page 12 for the British Bike Show coming up in late August. This will be the last Show and we'd like to make it a good one, so if you can enter a BSA or two please contact a committee member.

In the process of removing an engine side-cover from my Suzuki 50, I had to drill the heads off a few Phillips head screws after all else failed. Getting some replacements should be easy enough I thought. It wasn't, and a UK mail order company came to the rescue. It made me realise how lucky we are that almost any fastener (BA, Whitworth, UNF, UNC etc) on any of our old Brit bikes is available from multiple suppliers here and overseas. Not to mention parts availability when compared to older Japanese machines.

Many thanks to Ken Roy, Jens Christensen, Max and Sean Green, Thomas Brown, Paul Burbery, Derek Pickard, Mark Zimmerman and Jim Tomich, who all contributed to this issue.

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 apply to our July/August/September 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)**

*(Remember that club runs can be subject to change so come to the meeting point to find out the destination for the day.)*

## NOTICE

Your ANNUAL SUBSCRIPTION of \$25 is now overdue if you haven't paid up yet.  
(This will be your final newsletter)

Please post to PO Box 2907, Christchurch 8140  
or use internet banking:

CBSAOC Westpac Acct No. : 03 1592 0031015 000  
(Remember to include your name as a reference)

**Thanks for your continued membership**



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[www.MikesClassicCycleSpares.com](http://www.MikesClassicCycleSpares.com)

'Many of our items are genuine NOS, and in most cases still in factory packaging. If a part is showing out of stock, please message us to see if we have more, or possibly same item in used condition'

This bicycle was said by the donor to have been issued by the Army during World War I (1914-1918).



"B.S.A. (Birmingham Small Arms Company)" brand bicycle. 1914-1918

Ministry for Culture and Heritage notes: The New Zealand Cyclist Corps was created in New Zealand in March 1916 using recruits who were training to join the Mounted Rifles. Intended as mobile light infantry, the cyclists found on arrival in France in July 1916 that stationary trench warfare left them with little to do.

They spent much of the war behind the lines performing tasks such as controlling traffic, laying cables and repairing trenches.

New Zealand cyclists, as part of the 2nd Anzac Cyclist Battalion, were involved in the Flanders offensives of 1917, building an 1800-m support track across no-man's-land at Messines, and laying signal cables behind advancing troops at Gravenstafel and Bellevue Spur.

In early 1918, the New Zealand Cyclist Corps was called upon to fight as infantry, taking part in important defensive actions in the Battle of the Lys (April) and offensive actions in the Second Battle of the Marne (July-August).

**References:**

Anzac cyclists', URL: <http://www.nzhistory.net.nz/media/photo/anzac-cyclists>

#



## **Mid-winter Dinner 29 July 2017**

### ***Bishop Brothers Public House & Restaurant***

**119 Farrington Avenue, Bishopdale**

**[bishopbrothers.co.nz](http://bishopbrothers.co.nz)**

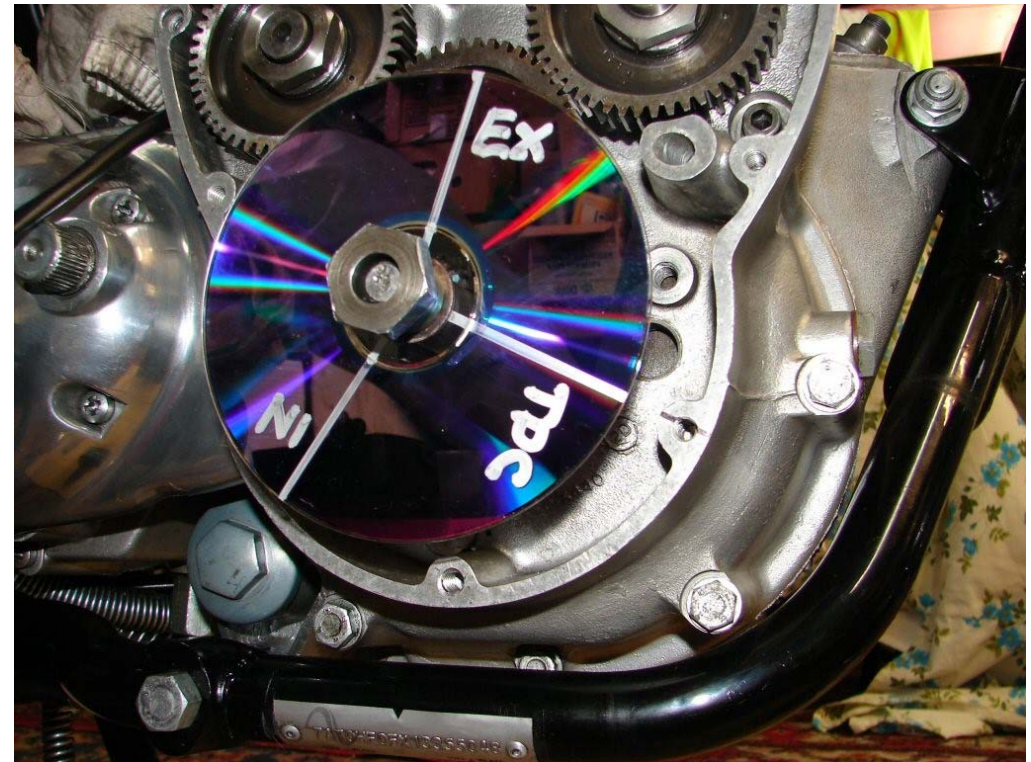
**Contact Vic Daniel 359 9661 or Ross McLellan 359 7036  
to make a booking**

**Deadline for bookings: 22 July 2017**





Duvauchelles Run—16 Apr 2017  
A big turn-out for a popular run.



Ken's ongoing restoration of Mark's T150 is documented in his own unique blend of humour and good old Kiwi know-how in a blog at <http://www.kilroy.co.nz/timing.html> . Highly recommended viewing. He explains why he chose a Microsoft DVD for the degree wheel, rather than a more obvious ABBA disc. And much more besides.



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**SWAP MEET & DISPLAY**

**6, 7 & 8 OCTOBER 2017**

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Friday/Saturday 9am-4.30pm,  
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## 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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# Canterbury BSA Motorcycle Owners' Club

Trophies awarded at AGM 8<sup>th</sup> May 2017

<u>Trophy</u>	<u>Recipient</u>	<u>BSA</u>
The Clarrie Haines Trophy - Presidents choice	Ant Ritchie	A65R
The Howard Anderson Trophy - Top 650 twin	Richard Hart	A65S
The Merv Wall Challenge Trophy - Best 500 to 600cc	Thomas Brown	Blue Star
The Sandy Long - Hard Luck Trophy	Vic Daniel	A65
The Terry Timms Trophy - Under 350 cc	Max Green	B32
The Allan Bland - Rocket 3 Trophy	Paul Burbery	A75
The Thomas Brown Pre-War Singles Trophy	John Proffitt	B31
The Mel Sturrock Trophy - person attending most runs	Herb Hart	A65
The Canty BSAOC Trophy - Most Active Member	Vic Daniel	A65
The Great Canterbury Bantam Run	Brett O'Rourke	D1



## HORORATA SWAP MEET

**Hororata Domain**  
Starting 7am  
Rain or Shine

**SAT 16<sup>th</sup> SEPT 2017**

**Entry \$5**  
Hot Food & Drinks  
Children Under 12 Free

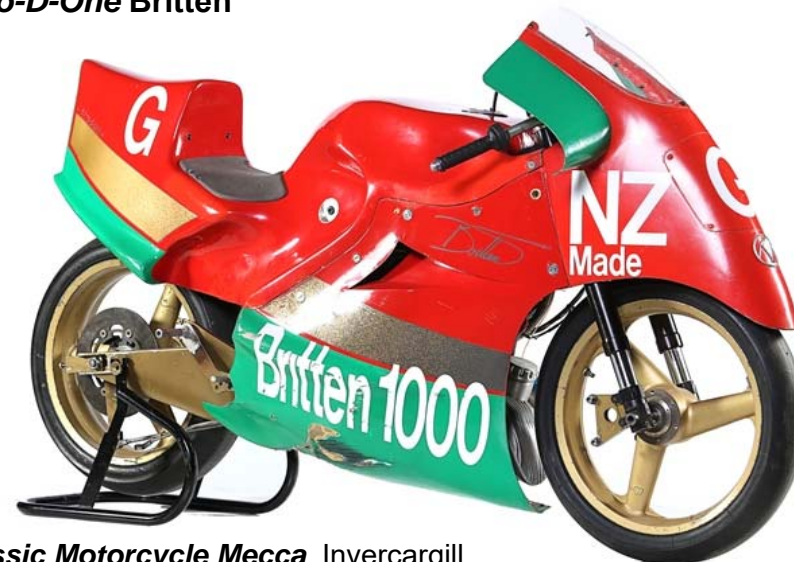
**Site Fee \$15**  
includes vendor & vehicle

Bookings not essential, ample sites available on the day

Info: Contact Dave on (03) 3815689 or [www.hororataswapmeet.com](http://www.hororataswapmeet.com)

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# British Bike Show

Woolston Club—Sat 26 & Sun 27 August 2017

This is the final show, so don't miss it!

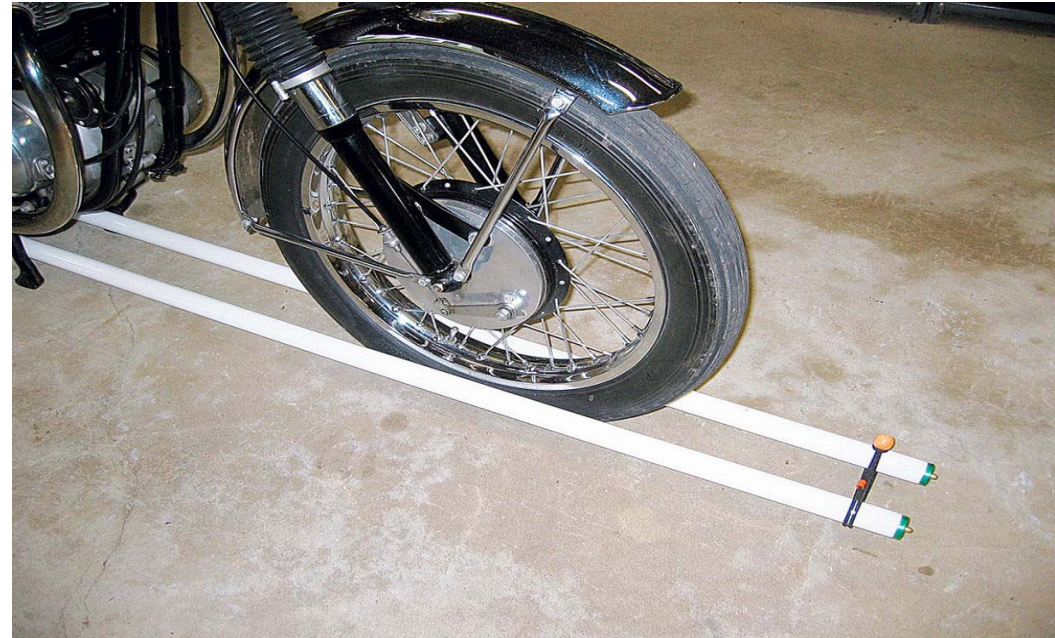
Come along and see Sean's 1929 BSA Sloper  
and many other Brit bikes



1929 BSA 500 Sloper

Checking your wheel alignment can be a simple, and quick process, that we will shed some light on...

1. Position the bike vertically, with both wheels as close to in line as possible. (Use the center stand, a bike lift, jack or even a milk crate to support the bike.)
2. Place an 8-foot fluorescent tube along either side of the rear wheel just above the bottom of the rim, making sure that the tubes touch the wheel in two spots. Use two large rubber bands or small bungee cords to secure them.



Place the tubes on either side of the wheels and strap them together with a bungee.

With the front wheel centered between the tubes, measure the gap at the front and rear of the tire. All four gaps should be equidistant. Of course, if both tires are the same size, the tubes should touch at all four spots.

If the gaps are different, use the rear-wheel adjusters to reposition the wheel slightly. Oh yeah, don't forget that some shaft-driven bikes may have the rear wheel slightly offset.



## Checking A Motorcycle's Wheel Alignment

A quick and easy tech tip on wheel alignment

By [Mark Zimmerman](#) Photography by Mark Zimmerman July 30, 2016

More years back than I care to remember, I was taught how to check a motorcycle's wheel alignment using a piece of kite string. Back in those days, few manufacturers thought it was necessary to cast datum marks into the swingarm and those that were there tended to be inaccurate, so every time the chain was adjusted you needed to check the wheel alignment. Things are much better these days, and in most cases simply paying careful attention to your rear wheel alignment marks is good enough. Nonetheless, good enough sometimes isn't, if you catch my drift, and on occasion you'll need to ensure that both wheels are really in line, if only for peace of mind. While you can use string, two straightedges, or a dedicated wheel-alignment tool, the easiest way to check the wheel alignment that I've come up with is by using two 8-foot fluorescent lamp tubes, available at most hardware stores for under \$10. Here's how to do it:



Last run before winter kicked in and once again the weather was playing ball. It was the B31's turn for a spin so I expected nothing less than a second kick start. I didn't get that unfortunately, and instead I was reminded why it isn't a good idea to tog up in all the riding gear without a trial kick or two. But we did get going and had a good ride to the meeting point at Riccarton where Thomas and Ant soon arrived, joined by Kim and Reija. Ant was our 'waver-offer' for the day, with too many things happening on the home front to join us for a ride.

Route instructions were issued by Thomas and bikes were fired up. Except for my B31. It never even looked like firing, even with Herb and Wayne pushing, so I reluctantly waved the group off with a promise to see them at Oxford if I could sort the problem. A quick plug check showed the cause – the recently replaced plug was well carboned up with a sooty mess. New plug fitted and it was a first kick start. Off to the Peg at Belfast, and the team had kindly waited long enough to give me a chance to catch up. Actually, I sped past the Peg thinking they'd be halfway to Oxford but spotted the waiting group as I sailed past. That manoeuvre put me at the front of the pack until Thomas took over at Rangiora.

We all parked up at the Oxford Club and looked forward to a similar lunch to the previous visit when they whipped up a great feed in the hastily opened restaurant after we'd been turned down at a main street café (too many of us!). No such luck this time. The restaurant was closed and we were reduced to bar snacks. It's hard to say why a busy club wouldn't open its restaurant area for lunches on a Sunday but I would have thought a dozen meals would pay the bills. So, a second-rate pie it was! Still, a good catch-up with old mates though. And the beer was OK too!

I wasn't expecting too much from the bike as we prepared to head back to Christchurch so it was good to have a first kick start again. No doubt the longer run at a higher speed had kept the plug cleaner, although it was still obviously running too rich when I checked later at home. I've since had a good yarn with Jungle and he's advised me on carb settings for the Concentric (i.e. not it's the original Monobloc) and a hotter plug.

On the ride:

Thomas B (A10), Reija K (Suzuki), Kim M (Honda), Herb H (A65), Harry B (Honda), Wayne L (Honda), Paul B (A75), Max G (B32), Pete M (Suzuki), Ray O'R (A10), Brett O'R (A10), John P (B31)

## The Ups and Downs of new Amals

A few years ago, I decided to buy one of the then new Premier version of the Amal Concentric Mkl carbs for my then recently rebuilt BSA A65T. The maker bragged about an improved pilot circuit, better float needle assembly and plated slide. All good stuff and on the Beeza big twin it worked fine.

Recently, I was frustrated by the troubles I was having getting the Matchless Rotax 500 single to instantly start when cold. Its VM Mikuni was annoying me so I remembered the huge advantage of the Mkl: the tickler facility. This allows the float level to be raised for easy cold starting and then as the engine warms the level gradually reduces to the correct setting. Smart and simple.

So I thought I'd do the same thing for the Rotax and sent for another Premier Concentric Mkl. This time I chose the UK supplier Surrey Cycles as their enthusiastic service is far better than dealing with Burlen Systems (Amal business owner).



It arrived, was fitted and quickly adjusted to run OK. However, the next day when the bike was taken on a run and the opportunity was had to ensure all was fine, I had trouble achieving a reliable tickover. Every time I stopped at a traffic light the engine would idle at a different speed or would even stall. Turning the pilot air adjusting screw resulted in very little difference and certainly did not deliver a dependable tickover speed.

So there I was, transported back to the standards of the early 1970s with an Amal which obviously had sloppy fits of the slide and body. Wherever the slide banged down on shut throttle within its larger diameter carb body gave a different air leak and so a different idle speed. Soddit.

Now I've been forced to do what we all had to do back then: be careful at traffic lights to keep the engine going, just in case it stalls. This never happened with the BSA twin where obviously the machining was that bit better.

Information I've received says these Amal as well as Wassell carbs have been made in China for some years to keep costs down. Obviously, the CNC or whatever process they are using delivers different dimensions depending on the batch being bought and I've been sold good and ordinary ones. So while riding this modified Matchless Rotax, I'm now taking advantage of the quick oldie-fash Amal starting to get me going from cold and remembering the fine quality of the Mikuni every time I stop at traffic lights. Ain't life crazy.

