

Southern Star

Magazine of the New Zealand BSA Motorcycle Owners' Club



Patron: Jeff Smith

Inside: **Two bikes over the last two winters**
Women BSA riders
1930s B.S.A. rider Vera Porter
23rd National BSA Rally
2018 Subscriptions Due

January - February 2018



1955 BSA A7 500cc Shooting Star. Photograph John Whitcombe.



1954 BSA A10 650cc Golden Flash. Photograph John Whitcombe.

Two bikes over the last two winters

By John Whitcombe

I have been rebuilding two bikes over the last two winters: a 1954 BSA A10 650cc Golden Flash and a 1955 BSA A7 500cc Shooting Star. At the time of writing both bikes are running and almost ready to road test and do the rego and WoFs.

The Gold Flash came from Christchurch as a conglomeration of bits consisting of a 1957 BSA Road Rocket completed two years ago and the Gold Flash. This Gold Flash has been my toughest challenge to date and as shown in the photos it was completely disassembled and probably contained parts from more than one bike. This is the reason that I was working on the A7 at the same time, as when the A10 became a bit too much I would put it aside and move to the A7.

The A7 was found in Rotorua from a chance conversation that my daughter in law had with a cycling friend. It had been sitting in a farm shed for over 30 years awaiting restoration by its owner. Unfortunately time overtook him and sadly he never made a start on it. The bike was complete so it was a lot less of a challenge than the A10.

Both bikes have been completely re-built, not to a concours standard, but a standard that can be ridden without worrying about their pristine condition.

The motor on the A10 has been completely rebuilt which was a challenge for me as wood working is my trade but with a lot of help from Regal Automotive we got there.

When I stripped the A7 motor I found that it had been reconditioned which must have been done over 30 years ago. The hone marks could be seen all the way down the bore, so a good clean and a set of rings was all that was required.

Both bikes have been repainted in their original colours by myself. Perhaps not a 100% professional job but then not too far off I hope and very satisfying to have done it myself.

What's next? I have a 1952 BSA 350cc B31 (again a box of bits) to do but that is next winter's project. ■

Ed: See John's article about Indian petrol tanks in the September/October *Southern Star*.



The A10 in pieces. Photograph John Whitcombe.



A7 before restoration. Photograph John Whitcombe.

Passing on the motorcycling bug.

By Jacqui Walker

I am a Doctor in my early 30s living in Invercargill with three little kids. I started riding with a plan to spend some time with Dad (Arlo Guthrie). I had grown up around bikes and was used to them getting most of the attention! Most parents carry photos of their kids in their wallets but Dad has pictures of his bikes!

I brought a little Suzuki GN250 and learned to ride. When I came home to visit, Dad and I would spend whole days tinkering with the bikes and paddock bashing. Then we started the semi-annual "oil bath run" from Pukekohe to Port Waikato. I remember one run going like this: I couldn't kick the bike I was riding, so Dad would do that for me, then I would cruise off. But the kick start had fallen off the bike Dad was riding, so it required a roll start, hubby would do that then jump on his own bike. This was all going quite well, until Dad and I got about two kilometres down the road and we realised hubby wasn't coming! Turn back, he had run out of petrol. All good fun!

I used to ride the Suzuki to work at Christchurch hospital. An international student from Brunei told me she had always wanted to learn to ride but she was the only daughter with 13 older brothers, an Islamic family, and had not been allowed. So I taught my hijab-wearing classmate to ride in the Princess Margaret hospital carpark. I don't know if she has ever revealed her secret talent to her family!

We bought a 2007 Triumph Bonneville T100 while living in Christchurch and we adopted Dad's 1969 BSA Firebird Scrambler after Dad and Jim had brought it down for the Club rally in Christchurch. Where ever we rode, it was always the BSA that got all the looks and the attention even though the Bonnie was a beautiful bike.

When we moved north we rode them up country. It was an incredible ride through Hanmer, Murchison, and Picton, but a bit scary strapping the bikes in on the ferry. I had to fly home from Wellington for work, but Uncle Jim (Guthrie) subbed on for the rest of the ride north. Unfortunately around Turangi the head bolts of



Chris and Lizzie up Bluff Hill. Photograph Jacqui Walker.

the Firebird shook loose and they had to find a farmer to look after the bike and doubled the rest of the way to Auckland. I think it was a little more uncle/nephew-in-law bonding than they were planning!!

We had a fantastic time on our only (so far), Club rally on the Coromandel in 2011. We are looking forward to a few more when the kids are a bit older.

We are now down in Invercargill and love the annual Burt Munro bike festival, especially as it gets Dad down to visit. We have had some brilliant rides out to the Wyndham street races; there is nothing quite like travelling in a huge pack of motorbikes. The races are a much better spectacle now they are run in Invercargill though.

Now days we have little kids and the Bonnie has given way to a people mover. The BSA still sits in the garage, not getting out as often as it should. We do manage the odd trip from Invercargill to Bluff or Fortrose. As the kids get a bit older we hope to get out a bit more and pass on the motorcycling bug. ■

Riding Pillion

By Emma Boyce

I was not a natural motorbike rider. When I was in my 20s, I took my provisional motorbike licence test in the UK and failed it. No one fails the provisional! My failure was due to hesitation to take advantage of microscopic gaps in the traffic and proceed onto busy roundabouts. I liked the idea of riding but not having to deal with aggressive London drivers, so I decided that my future would be as a pillion rider. My husband, Chris, bought a Ducati Monster 900 and we had many adventures together across England, France and Italy, packing our clothes into a small top-box before hitting the road.

In 1999 we bought a sailboat, packed up the house and sold the Ducati. By 2005 we had sailed to New Zealand, fallen in love with the country and bought a small plot of land in Whangaroa in the Far North. We spent the next decade working, building our home, and becoming Kiwis. Chris often said to me that he wished he hadn't sold the Duke and that it would have fitted quite nicely in the container of stuff that we had shipped over from Blighty. We decided that we would be bikers again, after all we had kept all our gear - we just needed the bike! Through work we met Tim Gilbert and he was determined that the bike should be a BSA.

One weekend in early 2015 Chris and Tim took the trailer down to Hamilton to look at a bike, and came back with a shiny black 1955 Golden Flash. This was just in time for the 2015 BSA Rally in Tuakau. We set off from Tim's place near Warkworth, with me on the back, doing 70 on SH1 into the heart of Auckland and out to the greener scenery of Papakura. Having only owned modern bikes we were blissfully ignorant of the fact that this was probably a tall order as the first shakedown of our new 'old girl'. Nevertheless she behaved admirably. I loved the feeling of riding again, and being connected with the beautiful scenery that we rode through. The rally was amazing, really well organised by Jim and Laurel Guthrie and ably supported by David Guthrie with his camera. What stood out most to both of us was the connection between everyone at the rally. Having settled in a new country we felt a sense of belonging through the shared passion for the BSAs.

Since then we have enjoyed attending two Northland Rallies, but sadly we missed the 2017 North Island BSA Rally due to our second overhaul of the Flash. They say you can't appreciate the sweet without tasting the sour - I think this describes life as a BSA owner. I must say though that we have met so many lovely people through breaking down. Our first experience was being stuck at the Whangarei i-SITE lay-by when

the magneto went and Ian Cottrell dropped everything and came out to rescue us with his trailer. We had never met him before that!

Being Far North based, one of our favourite runs is the Matauri Bay loop road, and we always stop to take in that beautiful view across to the Cavallies. We sometimes ride north to Manganui or the Karikari Peninsular, and stop for lunch at the Carrington Winery.



Afternoon ride out to the Karikari Peninsular. Photograph Chris Boyce.

Chris and I enjoy the shared experience of riding together, and the old girl doesn't seem to mind too much, apart from the odd scrape of peddles on tight corners, and bottoming out on the odd pot hole. Chris can't think I am too heavy a load as once he thought I was on the back when I wasn't. I tapped him on the bum to ask him to move up the saddle and give me some room, and he interpreted it as, "All good, I am on the back, you can go". It's quite true – he rode off without me at Hampton Downs and David Guthrie has it all on film! ■

I Love to Ride

By Barbara Stewart

It all started when my partner of 10 years' odd, Phill Mansel, bought himself a new bike. I'm sitting on the back thinking "This is boring." I said it out loud and Phill replied, "Well you better get your own bike then". The rest, as they say, is history.

I did have a bike in the seventies, a little 100cc Honda that I used to go to work on but that was different. This was for fun and forty years later. I bought myself a 250cc Suzuki Intruder and got my licence. We started going on some of the many rides around the Bay of Plenty. When Phill joined the BSA Club with his 1960 Super Rocket we went to our first Rally with the club in Pahiatua.

It was great. I loved the ride and was pleasantly surprised to be welcomed even though I was on a Suzuki and a lady rider. Since then we have been to a few of the rallies and have made some good friends. I am now riding a 675cc Triumph Street Triple and love it. I even got a trophy for "Best Guest Bike" at the 2017 BSA National Rally at Inglewood.

Riding reminds of my skiing days. Looking ahead for the bumps and curves and now, with more confidence, going a bit faster which has the same thrill factor as skiing. Phill is looking out for an older BSA so I can be more inclusive on the BSA rides. In the meantime, I'll just come and play. ■



Photograph David Guthrie.



Nancy and Betty Debenham, well-known B.S.A. motorcyclists, with their dog, 1925.

The Debenham Sisters

“Motor-cycling is not a strenuous pastime even for the delicate girl who is not overburdened with strength and stamina. The present-day machine does not call for the powers of an Amazon, for it is so docile and easy to handle that even a schoolgirl can start and ride it with ease and safety.”

The mid 1920s can be considered the peak of motorcycling popularity as before that time the number of motorcycle registrations was greater than the number of car registrations. Towards the 1930s annual car registrations exceeded motorcycles in the UK.

Two of the best known female motorcyclists of the 1920s were twin sisters Nancy and Betty Debenham. They not only advocated strongly for women to ride motorcycles but were highly successful motorcyclists themselves. In 1928 Pitman published *Motor-Cycling for Women 1928: A Book for the Lady Driver, Sidecar Passenger and Pillion Rider* by Nancy and Betty Debenham. This book included chapters such as “Camping Weekends,” “Frocks and Frills,” “Motorcycling and Health,” “The Road Girls Complexion” and “Learning to Ride.” The chapter on the road girl’s complexion includes the advice, “Before starting out in the morning she should cleanse the face with cold cream, removing every vestige of dirt with a clean cloth. An application of rose or orange-water, lightly dabbed on the face with a piece of cotton-wool, will remove the last trace of grease, then a touch of vanishing cream and a dusting of face powder will complete a toilet that acts as a protection against the weather.”

In December 1923 it was reported that, despite the snow, the twin sisters completed the 330 miles non-stop trial from London to Exeter “riding baby motor cycles”. In August 1926 at the London Motorcycle Club’s 200 mile reliability trial Nancy beat all male riders and was awarded the Two Hundred Cup for the best performance. She was riding a 2¼h.p. B.S.A. Part of the course was over Ranmore Common which included a water-filled ditch. Betty was one of only two riders who were successful in this section and it was “only by dexterous driving” that she managed to avoid a fallen rider. This was the first time a woman had beaten all the male riders in an event. The same month Betty was knocked off her B.S.A. by a collision with a bus full of holiday makers while she was competing in the London to Barnstable Trial. She had been riding all night and met the bus on a narrow Devon lane. She picked herself and the bike up and completed the trial, winning herself a silver cup.

In August 1926 both sisters entered, with Mrs McLean, as one of three B.S.A. teams in the International Six Day Trial at Buxton. The competition tested reliability, hill climbing and speed. On the first day Betty overshot a corner and carried on for some distance before realizing her mistake. She returned to the course and “riding hard” made up for lost time. The second day Nancy made a good ascent of the hill climb until wheel slip robbed her of what would have been a clean climb. Betty made one of the best ascents in her class. She later had a puncture and while speeding to make up time crashed on a corner. G. van Twist, a Dutch rider on a Harley Davidson combination, was close behind her and to avoid hitting her rode into a ditch full of nettles. Both van Twist and his pillion were badly shaken and stung. Their machine was totalled and had to be removed on a truck. Betty continued on to the next check point where she only had time to fill up with oil and petrol before continuing. Van Twist, in respect of his “chivalrous action”, was allowed to “accompany the trial”. Nancy went on to win an ISDT gold medal. In November 1927 the sisters were entrants in the 24 hour motor cycle race at Cardiff, and acted as their own mechanics while preparing their machines.



The Debenham sisters and their dog Poncho on a B.S.A.

Although the sisters were serious motorcyclists they never let this get in the way of their tremendous sense of fun – demonstrated by many photographs of them on their motorcycles. They were often accompanied on their journeys and camping trips by their dog Poncho who would sometimes even stow away in the sidecars and cars of strangers. Nancy and Betty were so well-known they were used by B.S.A. to advertise their motorcycles. ■

Vera Harding Porter – New Zealand B.S.A. rider

By Ashley Blair

Vera Harding Porter was born in January 1896 at Tauranga. Her father, Albert, was a doctor who was later charged with attempting to desert the family. She was a sporty girl: in 1910 she was Aotearoa Ladies' Hockey Club joint best player of the year. The same year she passed her Auckland University College School of Music practical violin near the top of her class.

In 1927, when Vera was 31, she “took up” motorcycling and became known as Violet Porter. Her choice of machine was a B.S.A. Sloper. A year later the Ladies' Progressive Motorcycle Club was formed in Auckland as a separate entity after splitting from the Sports Motor Cycle Club. Although their first event was a social and dance, with the dresses duly described in the social columns, they were soon off on picnic rides to the beach and into the Waitakere Ranges. In March 1929 the Club held a 50 mile reliability run. As the *New Zealand Herald* reported on 23 March 1929, “The improvement in modern machines is, however, popularising the motor-cycle with ladies as a means of transport, and increasing numbers are now seen on the roads”. There is no record of Violet being a member of this Club or even entering their events. At this time she was on an extensive solo tour of New Zealand on her Sloper. From June 1932 to November 1933 she rode more than fourteen thousand miles.

In 1931 Violet rode from Auckland to Ninety Mile Beach to see the Australian Norman “Wizard” Smith attempt to beat the world speed record in his car powered by a Napier sea plane engine. Violet left Auckland on Christmas morning, reaching Whangarei by mid-day. The next day she rode on through the Mangamuka Gorge and arrived at Kaitaia early in the afternoon. The following day she rode to Pandora in Spirits Bay and although a very scenic ride it was also very arduous. The road between Te Paki station and Pandora was in a rough condition with sharp bends. When her B.S.A. went into the car ruts it was not an easy matter for a woman to lift the two hundredweight machine out again. At Pandora she met two groups camping there. On her way south she persuaded a motorcyclist, with his wife riding pillion, not to ride any further along the road. When riding to Wizard Smith’s camp at Hukatere she had to wait for the tide to recede before riding at times with her tyres in several inches of water. She arrived at Hukatere just after dawn, startling the mechanics and engineers milling around Smith’s car. Violet camped in a hollow with a tent over the Sloper leaving just enough room for her mattress of grass and blankets. Violet intended camping for a few days in the hope of being present when Wizard Smith made his record attempt. Smith broke the world speed record reaching just over 164 mile per hour late in January but it is not known if Violet was still there to witness the record breaking run.



In 1933 when the Ladies' Progressive Motorcycle Club seems to have faded away, Violet entered reliability trials organised by the Auckland Motor Cycle Club. On a wet Saturday in early June she was the only woman among twelve starters. The riders left Auckland railway station with the first checkpoint at Whitford. Between there and Clevedon riders encountered a mile and a half of "bad clay and mud" and here Violet had "an unlucky spill" after hitting a pot hole. After lunch the "water splash" at Takanini had become too deep and swift for any machine to negotiate and this section was abandoned. The *New Zealand Herald* reported Violet's ride on her Sloper a "fine performance". When entrants for the John Bull 24-hour trial, competing for the John Bull Challenge Trophy, were announced in October 1933 Violet was listed as one of the 28 starters along with the comment, "Miss Porter has shown a turn of skill and judgment that astonished the "boys."" But Violet did not line up at the start of the John Bull trial - she was planning a much tougher solo trial.

On 20 November 1933 Violet left Auckland for Australia on the first stage of a round the world tour. Her B.S.A. Sloper was stowed in the hold. Her intention was to ride through Australia, tour England, then the United States and South America lecturing on the way. After that, "Who knows?" she was reported saying. She arrived in Sydney and rode from there to Adelaide, a ride she found hard going on the rough and ill-defined desert stretches, and then on to Melbourne. The South Australian *Pinnaroo and Border Times* reported:

Miss Vera Harding Porter is riding a B.S.A. machine, which she has christened the "N.Z." and throughout her world tour the Shell Company will be arranging supplies of oil and spirit. Even after the hardest and longest ride, Miss Porter says she never feels tired, and only needs a hot bath and a cup of tea to feel ready for the road again. When asked how much she expected to cover on her world tour, she said: "Hundreds of thousands of miles. Auckland is a corker place with a corker people, but I want to see the world."

In early December the ship called in at Freemantle and Violet gave an extensive interview to a reporter from *The West Australian* who described her as wearing riding trousers, leather leggings, a leather jacket and cap while riding.

WORLD TOUR BY MOTOR CYCLE

New Zealand Girl's Venture.

To carry out a tour by motor cycle which will take her almost all over the world, Miss Vera Harding Porter, a New Zealand girl, is travelling to London on the liner *Orford*, which passed through Freemantle from the Eastern States on Monday. Deeply tanned as a result of long journeys on the roads of Australia and New Zealand, Miss Harding Porter is slight but of a stature which gives an impression of strength. The motor cycle which she will use on the tour is also aboard the *Orford*.

'I am undertaking this tour to indulge my love of travel. The motor cycle, I think, offers the greatest opportunity of getting the most out of travel,' she said. 'I have been riding a motor cycle for five years and in that time I have covered about 50,000 miles in Australia and New Zealand.' Asked if she preferred a motor cycle to a car, Miss Harding Porter said: 'Yes, rather. I like the sport of motor cycling. Travelling in a car holds no fun for me. It is too much of an 'arm-chair ride.'

Before leaving for Australia, Miss Harding Porter made a long tour of both islands of New Zealand and on October 30 she left for Sydney. From Sydney she rode to Adelaide, the journey occupying 5½ days. A skid in some sand and a rib injury occasioned some delay but hospitality was extended by a settler on the route. After a short stay at Adelaide she rode non-stop to Melbourne, covering the distance (615 miles) in 21½ hours.

It would be intriguing to find out what adventures Violet had after she left Australia but nothing further is known of Vera Harding Porter until her death in Auckland on 11 March 1955. ■

Recommend reading: *Gasoline Gypsy* by Peggy Iris Thomas

In 1950 Peggy bought a rigid framed D1 Bantam and christened it "Oppy" from its registration plate OPE811. And why, you may ask, did a girl from Liverpool choose a Bantam? Well, the colour just happened to go nicely with her new corduroy jacket!

Read more on <http://www.bsa.org.nz/index.php/stories/peggy-and-the-bantam>

The Motor Cycle Correspondence on Lady Riders, 1915

The Lady Motor Cyclist: A Protest.

Sir,—I have read with interest in last week's issue of *The Motor Cycle* the protest as regards the dress of some lady motor cyclists, and I am pleased to see this serious state of affairs being taken up in the right way. It is true that of late we have seen some frightful illustrations of ladies in the press (thanks not in *The Motor Cycle*), some of them wearing riding breeches, other times they hold themselves up to the public ridicule wearing a suit of gentlemen's overalls, whilst one lady was actually standing on a gentleman's machine performing acrobatic tricks with her feet in the air—almost standing on her head—and to have this sort of thing thrust before the public gaze is most degrading and certainly does injury to the pastime. If a lady is to lose her self-respect in this way she should not make a public exhibition of herself, and if she cannot do the pastime any good, well, she should not do it any harm, for it is just this sort of thing that causes many who hitherto were contemplating joining our ranks to give up the idea in horror and disgust. It should be the aim of our sisters to look at all times neat, graceful, and feminine, not bold, mannish, and, shall I say, "Slightly touched."

It is not necessary in any way for a lady to wander away from the ordinary walking costume for the purpose of riding a motor cycle, as to-day we have many different makes especially designed for "our" use. These we can get suitable for all riders, and there is no need for a lady to adapt herself to a machine which has been made for her requirements.

I appeal to the press to reject any photographs in future of "the lamb in wolf's clothing," and once this nonsense has died a natural death, aided by public ridicule, then the pastime will be largely taken up, and our friends will look forward to an outing with us just as in the days of the push cycle, and very shortly it will be "the fashion of the future."

It is ten years ago since I took to motor cycling, and I have always advocated an open frame, so that I could sit my steed with gracefulness and always look womanish.

MARY REID.

The Motor Cycle November 11th 1915

Sir,—I have read with interest during the past few weeks the articles entitled "A Protest," and if you will kindly allow me space I would like to add "my bit." I do not think our readers will say that I look "bold and mannish" when they look at my photograph. The costume which I use for motor cycling is quite an ordinary one. It is made of heavy

navy cloth. The skirt is open down the front, which enables me to tuck the ends round neatly after I have mounted, which is the work of one moment, and answers my purpose admirably. When I dismount I fasten the front, my knickers are of the same material as my costume, therefore when mounting I do not "shock the public." During the past three years I have been motoring I have seen many lady motor cyclists: some have been attired in knickers and puttees, and some in men's overalls. After all, men's attire is the safest, and the women that have the pluck to wear it for motoring—well, good luck to them. My present mount is a two-stroke lightweight Sun, which I should not wish to exchange for any open frame. It has given me every satisfaction, it is most simple to manipulate, and is very powerful and reliable.

RUBY ROBERTS.

Miss Ruby Roberts, the writer of the accompanying letter, rides a Sun lightweight.

The Motor Cycle November 25th 1915

Sir,—Writing as a medical man, and also as a motorist of considerable experience of many types of machines, may I suggest that one aspect of the question has not received attention in the correspondence which has hitherto appeared in *The Motor Cycle* on the best type of machine for lady riders. It is this. The open frame, in addition to, and because of, its inherent structural weakness, has the effect of magnifying the vibrations from the engine, so that at anything over, say, 20 m.p.h., it is, on many types, almost impossible to hold the handle-bars firmly. Moreover, this "dither" is most distressing on a long run, and tends to produce a nervous tremor which lasts for some time. Furthermore, as is recognised by the manufacture of rubber tank pads, many riders like to grip the tank with their knees, and find additional steadiness and safety in so doing. This is abolished with the open frame.

Now, sir, is it right to expect the weaker sex, constitutionally more nervous and highly strung than the male, to ride a machine possessing these inherent disadvantages? With a wide ordinary skirt, or, better still, with one of the admirable double skirts on the market, it is possible for a lady to ride a diamond frame without loss of dignity or grace, and would it not be well to relegate the open frame to the limbo which is in the act of absorbing that similar product of perverted prudity, the side-saddle for horsewomen? MEDICO.

The Motor Cycle December 2nd 1915

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SPRING FRAME MODELS							
SPRING FRAME MODELS	CASH PRICE	DEPOSIT	MONTHLY INSTAL.	TERMS PRICE	SALES TAX	INSURANCE PREMIUM	INSURED FOR
	£	£	£	£ s. d.	£ s. d.	£ s. d.	£
DI Bantam 125	107	65	4	114 16 0	18 3 10	4 15 6	100
BD1 Black de Luxe 125	111	65	4	120 2 0	18 17 5	4 15 6	100
DI Competition 125	113	70	4	121 8 0	19 4 3	4 18 5	110
C10 3-Speed 250	156	80	7	169 13 0	26 10 5	5 14 6	150
C10 4-Speed 250	162	80	7	177 8 0	27 10 10	5 14 6	150
C11 3-Speed 250	162	80	7	177 8 0	27 10 10	5 14 6	150
C11 4-Speed 250	164	80	7	179 8 0	27 17 7	5 14 6	150
B31 Standard 350	194	90	9	212 4 0	32 19 7	6 12 7	180
B32 Competition 350	210	110	10	226 16 0	35 14 0	6 15 6	200
B32 Gold Star 350	253	150	12	268 0 0	43 0 3	7 1 11	240
B33 Standard 500	197	90	10	213 16 0	33 9 10	6 12 7	180
B34 Competition 500	211	100	10	230 10 0	35 17 5	6 15 6	200
B34 Gold Star 500	260	150	12	277 1 0	44 4 0	7 1 11	240
A7 Twin 500	229	130	10	245 16 0	38 18 7	6 17 2	210
A7 Star Twin 500	234	120	10	253 10 0	39 15 7	6 18 9	220
A10 Golden Flash 650	236	120	10	255 10 0	40 2 5	8 9 0	220
M20 S.V. 500	198	100	9	214 18 0	33 13 3	6 12 7	180
M21 S.V. 600	201	100	9	218 11 0	34 3 5	8 4 5	190
M33 Standard 500	207	100	9	226 12 0	35 3 10	6 15 6	200

EXTRAS (All prices include Sales Tax)—

Sponge Rubber Pillion Seat	£ s. d.	Legshields (Bantam)	£ s. d.
Spring Pillion Seat	2 5 0	Legshields C. B. and M. models	4 0 0
Beige Model A10	2 7 6	Lucas Equipment (Bantam)	6 0 0
Dual Seat B. M. and A. models	5 0 0	Carrier	10 0 0
Stop Light (all models except Bantams)	6 10 0		2 7 0
	1 0 0		

Bantam prices include speedo, carrier, safety bars. All other prices include pillion footrests and prop stands.

RIGID FRAME MODELS							
RIGID FRAME MODELS	CASH PRICE	DEPOSIT	MONTHLY INSTAL.	TERMS PRICE	SALES TAX	INSURANCE PREMIUM	INSURED FOR
	£	£	£	£ s. d.	£ s. d.	£ s. d.	£
DI Bantam 125	100	60	4	107 16 0	17 0 0	4 15 6	100
BD1 Black de Luxe 125	105	65	4	112 16 0	17 17 0	4 15 6	100
DI Competition 125	107	65	4	114 16 0	18 3 10	4 15 6	100
C10 3-Speed 250	147	80	6	158 14 0	24 19 10	5 12 11	140
C11 3-Speed 250	151	80	6	164 9 0	25 13 5	5 12 11	140
B31 Standard 350	183	90	9	199 16 0	31 2 3	6 6 8	170
B32 Competition 350	200	100	9	216 18 0	34 0 0	6 14 2	190
B33 Standard 500	187	90	9	201 8 0	31 15 10	6 12 7	180
B34 Competition 500	202	100	9	219 11 0	34 6 10	6 14 2	190
M20 S.V. 500	187	90	9	205 4 0	31 15 10	6 18 9	220
M21 S.V. 600	190	90	9	206 18 0	32 6 0	8 3 0	180
M33 Standard 500	197	90	9	215 12 0	33 9 10	6 12 7	180

SIDE CARS							
	CASH PRICE	DEPOSIT	MONTHLY INSTAL.	TERMS PRICE	SALES TAX	INSURANCE PREMIUM	INSURED FOR
	£	£	£	£ s. d.	£ s. d.	£ s. d.	£
22/47 B.S.A.	115	50	8	122 13 0	19 11 0		
22 Chassis only	57	30	5	59 16 0	9 13 10		
Sunbeam	120	60	8	127 4 0	20 8 0		

Add 2½% to Motor Cycle Premium

INSURANCE

All new motor cycles sold under our Easy Terms plan must be covered by insurance. We have made arrangements with the F.A.M.E. Company to carry on the risk which includes fire, accident, theft and Third-party property risk.—In fact, a fully comprehensive cover with a franchise of £3 on the D and C models and £5 on the others.

In all cases the insurance is for twelve months and lapses at the end of that period unless renewed, and the cover is 80% of the original cash price of the machine.

All motor cycles sold by us for cash can also be covered and we strongly advise buyers to protect themselves by taking out the above cover with us.

RENEWAL OF INSURANCE.—We do not insist upon a renewal, but we recommend that you have it renewed at the end of twelve months. The amount insured would be a further 20% reduction and the premium would be correspondingly less.

PAYMENT OF INSURANCE.—The sum of £2 on all models must be paid in addition to the usual deposit, the premium being added to the total price of the machine and the balance is paid off by the usual monthly instalments.

COST OF INSURANCE.—The premium payable for each separate model is clearly shown on the current price list, above.

SALES TAX ADDITIONAL TO ALL ABOVE CASH AND TERMS PRICES

USE OUR RESERVATION DEPOSIT SCHEME

Need some help? Endorsed by Club Members

Area of expertise	Name	Contact details
A10, B31, B33 General info	John Neill	johnandlenaire@gmail.com
A65, Dating, Transfers	John Cochrane	radiocity@xtra.co.nz
Painting and Tinware	Basil Gowenlock	the.gowenlocks@gmail.com
A65 1962-1970	Graeme Reilly	graemebreilly@gmail.com
Bantam	John Sendall	johnsendall@xtra.co.nz
Bead Blasting - Kapiti Vapour Blasting: <i>New life for old parts</i>	Nick Sparrow	nick@kapitivapourblasting.biz 021 128 9792

New Club Regalia for sale. To order contact Peter Cutché - see page 13.
Cap \$15 / Polo shirt \$40 / T shirt \$20 / Vest \$15



Coming Motorcycle Events

The BSA Owners, Victoria, Australia
Invites you to the

55th **BSA**
International Rally 2018, Australia



Arrivals Friday, 9th November, 2018
Departures Friday, 16th November, 2018

Rally Enquiries to bsaowners.au@gmail.com
NZ contact george.graham@xtra.co.nz



BSA 23rd NATIONAL RALLY - CANTERBURY - NEW ZEALAND
FRIDAY 16th FEBRUARY to SUNDAY 18th FEBRUARY 2018 - KAIAPOI

Blue Skies Centre, 12 Williams St, Kaiapoi
Host Club Canterbury BSAOC
For further information:
www.canterburybsaoc.org.nz
secretary@canterburybsaoc.org.nz
Mark Leoni 03 322 4900



2018 AGM

Monday, 5 March 2018, 7.30pm

Totara Lodge, 68 Ararino Street, Trentham, Upper Hutt

Wanted: Editor for *Southern Star*. Please talk to the President, Graeme Reilly (contact details on page 13)

New Zealand BSA Motorcycle Owners' Club Incorporated

Patron: Jeff Smith

PO Box 33018, Petone 5046



COMMITTEE			
President	Graeme Reilly	04 563 9276	graemebreilly@gmail.com
Vice President	Jim Guthrie	09 294 9185	eljay@guthrie.co.nz
Secretary	Peter Cutché	04 567 6454	petercutche@xtra.co.nz
Treasurer	Scott Manning	04 479 6233	scott.manning@hotmail.co.nz
Membership	Peter Riddell	06 3788 321	priddell@xtra.co.nz
Club Captain	Graeme Reilly	04 563 9276	graemebreilly@gmail.com
Regalia	Peter Cutché	04 567 6454	petercutche@xtra.co.nz
Editor	Margaret Blair	04 2399 642	nzbsamoc@xtra.co.nz
Events Co-Ordinator Auckland	John Shennan	09 425 7897	janddshennan@xtra.co.nz
Events Co-Ordinator Wellington	Graeme Reilly	04 563 9276	graemebreilly@gmail.com

Club Nights

Auckland	2nd Wednesday of month at 6.30pm	Northcote Tavern, 37 Queen Street, Northcote. Check out the menu and prices at www.northcotetavern.co.nz
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If you are not getting emails about Auckland events contact John Shennan janddshennan@xtra.co.nz

Wellington	1st Monday of month at 7.00pm	Totara Lodge, 68 Ararino Street, Trentham, Upper Hutt. Speaker, show and tell, plus motorcycle chat.
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Wellington Rides

Wellington rides are usually on the last Sunday of each month. For more details of rides phone Graeme Reilly 04 5639276 or email graemebreilly@gmail.com

Club Website

The official Club website is www.bsa.org.nz
Check it out! It has new stories, new photos, an extensive links section, for sale and wanted, and is updated often.

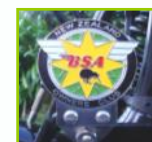
BSA on Facebook

NZ BSA Motorcycle Owners Club Facebook page
www.facebook.com/groups/NZBSAMOC/

If you want to join, email Simon at
byrne.home2@gmail.com



New Zealand BSA MOC machine badges



This is the third run of these very popular badges. Cost is \$35, plus \$5 if posted within New Zealand. Direct credit to the Club account 01 0771 0212466 00 with "Club machine badge" and your name as a reference.

You can post your order to PO Box 33-018, Petone, or email Peter Cutché (see above).

Annual Subscriptions for 2018

\$30 if paid by 31 December, thereafter \$35

Pay online to the Club account 01 0771 0212466 00 with your surname as the reference and email NZBSAMOC@gmail.com to confirm your deposit or write a cheque to the Club, and post to PO Box 33018, Petone 5046.

The Club no longer posts out receipts – receiving *Southern Star* acts as your receipt.

Wanted

- **BSA Twin**, prefer 650 but consider 500 twin. I'm a new, younger member of the BSA Owners Club looking to spend many years participating in both organised and social rides. If you have a bike that you are thinking of selling and would like it to go to the next caring owner, then contact Damian 021 1075760, 04 5695552 or damiangeris@xtra.co.nz
- **Pre-unit Triumph clutch** - 4 spring with rubber cush. Ian 027 223 7732 or oparatai369@gmail.com
- We need to find a little **BSA 250cc** for lady rider. Contact Phil, manseltranzport@xtra.co.nz
- **BSA B50** three or two gallon tank. Dave Gwynn 04 527 7875 or gwynn.family@xtra.co.nz
- **1939 BSA C10** de Luxe. Looking for pair of tank badges or loan of same to have some made. See page 10. Phone Callum Farmer 06 364 7238

For Sale

- **1953 BSA Bantam D3** 150cc Trials Special. Shed clear out of Bantam spares, some new old stock, others good used. johns.bantam@xtra.co.nz
- **Service book** for BSA models 250cc C11G and C12. Email Don Greenbank dongreenbank@clear.net.nz
- Brand new **Stainless Gearbox main shaft nut** with built in oil seal and washer for pre-unit swing arm BSA. Further details email dongreenbank@clear.net.nz Phone 07 576 6747
- Well-made route roller with alloy case, new thick plastic window cover fitted with lock screw. Side brackets made to fit B.S.A. head lamp bolts. \$120.00. Email Laurie Anderson teddy.laurie.anderson@gmail.com



The Twentieth Anniversary Rods of Bullen

By John Shennan

This annual event has become one not to be missed, a bit like The Running of the Bulls. The difference is that the Rods is considerably safer. This year members travelled from as far as Whangarei and Rotorua to compete for this illustrious trophy.

Weather conditions on 3 December were perfect for the 20 riders on a great selection of Britain's finest motorcycles. The traffic free run of approximately 60 kilometres on State Highway 16 began at Dairy Flat and ended at the Port Albert General Store Café for lunch. Riders had increased to 25 by the time we got to our destination. It was good to see some new faces when members of the AJS /Matchless club joined us.

With lunch underway it was time for Wayne Johnson to get everyone sorted to take part in a general quiz of BSA's ranging from Bantams to A65's. The 13 questions cleverly extracted from *The BSA Buyers Guide* by Roy Bacon were an integral part of this year's Rod of Bullen challenge. Some members were seen deep in concentration trying to accurately state the free length of an A10 S/R outer inlet valve spring while others exercised great imagination. Other meaningful questions relating to our fine machines were less taxing.

The outright winner answering most of questions correctly was Ian Cottrell from Whangarei who incidentally has won all our quizzes in the 20 years of running this trophy. Mike Batcheler followed in second place with Bob Mead of Auckland coming third. Congratulations guys, you are the undisputed master minds of BSA's. A big thank you to Grace, our host at the Port Albert General Store Café, for making us all so welcome.

Another wonderful day on the BSA's. ■

More original contributions wanted for *Southern Star*

Have you thought about writing for your Club magazine? Don't worry if you never written before, we have expert editors. Stories of rides, races, rebuilds, rallies and reminiscences, together with photos, are the mainstay of this magazine. We are specially looking for "My First Bike" stories.

Wanted: Editor for *Southern Star*

This is my last issue of *Southern Star*. Thanks to all who have contributed. Margaret Blair.
Please talk to the President, Graeme Reilly (contact details on page 13) if you would like to take on this role.



Chris and Emma Boyce leaving Hampton Downs (take 2) after the 2015 Tuakau Rally. Photograph David Guthrie.



Wayne Johnson presents Rods of Bullen trophy to Ian Cottrell. John Shennan on right. Photograph Jim Guthrie.



Arlo, Jacqui, Chris and George pre "Oil Bath Run". Photograph Jacqui Walker.



Nancy and Betty Debenham were poster girls for BSA motorcycles in 1926. They were hardy, tough, brave, knowledgeable and resilient motorcyclists.