



*Owner's Club of  
Southern California*

Established 1978

# PILED ARMS

A Monthly Journal



May 2022

## *Al Baker Dual-Sport 2022*



***KELLY COLGAN'S LITTLE BSA VICTOR RUNS  
THROUGH THE DESERT, GIVING NOTHING  
AWAY TO THE LARGER TRIUMPHS'***

## ***Al Baker Dual-Sport Ride 2022***



***Another Fun-Filled BSA Club Ride!  
Story on Page 10***



Lunch at Peggy-Sue's!



**Rainbow Basin Pit Stop**



**The Piled Arms is a publication of The BSA Owner’s Club of Southern California.**

We are a member driven publication and rely solely on your participation. Technical articles, photos, “Member Experiences” and opinions are essential

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**The Piled Arms, 133 S Ralph Rd. Lake Elsinore, CA 92530-1838**  
**Editor’s Email: ortizst1@hotmail.com**

**Deadline for submissions is the 10th of each month.**

Contact Editor for “**Commercial Ad**” rates and information.

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**[www.bsaocsc.org](http://www.bsaocsc.org)**

***Front Cover* by Sandi Bilson - *Inside Cover* by "Sandi B." - *Inside Cover (R)* by Denis Kerechuk & P/A Staff - *Rear Cover* by Denis Kerechuk**



## Calendar of Events 2022

**Our 2022 Event Calendar Is Posted On Our Website.  
Please Check Postings For Ride Status & Maps. Thank You!**

**May 1 (Sun) \* BSAOCSC “BARRY SMITH MEMORIAL ALL BRITISH RUN”.** – Start location parking lot behind Ralph’s Store 10455 Sunland Ave. Meet at 9 AM, Ride at 10 AM. Info: Steve Ortiz (951) 440-3521 or Barbara Barrett (661) 703-9249

May 7 (Sat.) Flat Track Motorcycles Races (AJ Herrera Memorial ) – **See Jack Farias’s “BSA-Triumph Wrecking Crew”** - 3:30 pm - 10:00 pm – Ventura Raceway at Ventura County Fairgrounds. – Info: <https://venturaraceway.com>

May 14 (Sat.) Hanford Show & Swap Meet – Kings County Fair Grounds 801 S. 10th Ave, Hanford, CA 93230 - Bike Show Info: Brady Walker 310-980-7129

**May 15 (Sun) \* “BSAOCSC SWAP MEET” & BI-MONTHLY MEETING.** Triumph Classic Motorcycles 1281 Logan Ave. Costa Mesa, Ca. 92626 BRITISH AND EUROPEAN MOTORCYCLES ONLY! Begins @ 7AM until 11AM. FREE to Buyers & Sellers (Sellers get a “2-spot” parking space). Pre-Registration Requested to Ensure a Sellers Space. Sellers, Please Call “Steve” (951) 440-3521 - BSA Meeting Info: Barbara Barrett (661) 703-9249 or Steve Ortiz (951) 440-3521 or Barry Sulkin (310) 398-6406

**May 22 (Sun) \* BSAOCSC “RIM OF THE WORLD” STREET RIDE** Start Location Walmart 4210 East Highland Ave. Highland CA. Arrive at 9 AM, ride at 10 AM. Info: Steve Ortiz (951) 440-3521 or Barbara Barrett (661) 703-9249.

May 22 (Sun.) Long Beach Motorcycle Swap Meet–Long Beach Veteran’s Stadium. 7:00 am to 1 pm. Ph.: 800-762-9785 or <http://www.socalcycleswapmeet.com>

### June

June 3 – 5 (Fri – Sun) | Norton Club Ride – Morro Bay / Cayuco - Info: <https://socalnorton.com/calendar>

**June 5 (Sun) \* BSAOCSC “FRAZIER PARK” STREET RIDE** Meet at the Flying J Service Station Parking lot, SW corner of Frazier Park Mountain Park Road, & Peace Valley Road, just west of I-5 Freeway. Arrive at 9 AM, ride at 10 AM. Info: Steve Ortiz (951) 440-3521 or Burt Barrett (661) 742-5539

June 26 (Sun.) | Long Beach Motorcycle Swap Meet–Long Beach Veteran’s Stadium 7:00 am to 1 pm. Ph.: 800-762-9785 or <http://www.socalcycleswapmeet.com>

### July

**July 9 - 16 ANNUAL BSA INTERNATIONAL RALLY** Location: Belgium Info: [info@bsaoc.be](mailto:info@bsaoc.be) / Website: [www.bsaoc.be](http://www.bsaoc.be) / Facebook and Instagram [bsc\\_oc\\_belgium](https://www.instagram.com/bsc_oc_belgium)

**July 10 (Sun) \* BSAOCSC “OJAI LOOP” STREET RIDE** - New 2022 Meeting Location is in the parking lot, just northwest & behind the Food 4 Less Store located at 250 W. Esplanade Dr., Oxnard (directly across Esplanade Dr from the restaurant Pick Up Styx & Starbucks). Arrive at 9 AM, ride at 10 AM. Info: Charlie (818) 384-

## Editors Page of “Bits & Pieces” by Steve Ortiz

Hello Friends,

This past April has my head spinning from the dizzying number of events to support and report on. Since the cutoff date to go to print is the 10th, we were not able to fit a terrific Inland Empire Ride into this issue, but this means that next month should have several events to report on. I had an enjoyable day with **John Laing** chasing the group in the sweep truck for the Al Baker Ride and it turned out to be another great day in the dirt and another good turnout of reliable BSA-Triumph singles. John and I picked up one customer and enjoyed some 4 wheeling up to the lighthouse with a wounded Triumph in the bed.



**Return of El Camino Show?:** Some rumblings of the return of the El Camino show have been heard and we reached out to the organizers at **Topping Events**, who said they are “Cautiously Optimistic” about the event returning in October. Our BSA Club will surely be reserving a large space there if these rumors prove true. Stay tuned for more info here, or Topping Events at: <https://www.elcaminoshow.com>

**Trailblazers Banquet:** Our BSA Club was out in force at the 77th Annual Trailblazers Banquet, with our members filling over 3 tables. Of note was member **Dave Johanson**, who attended with his 96-year old mum “**Mable**,” who looked like she was enjoying things. My buddy **Gary Schultz** also went over and tackled former BSA racer **Dave Aldana** and brought him over to meet, and hang out with us for a bit. Dave Aldana still has lots of energy and the bounce that got him labeled “Rubber Ball.” On behalf of the BSAOCSC, I wish to thank everybody in the Trailblazers Organization, and especially Trailblazers President, BSAOCSC member, and Daytona 200 Winner **Don Emde** for all his efforts throughout the year! **See Page 14.**

**Renewals:** Don’t forget to check your mailing envelopes for your membership expiration date. Though we send reminder emails and postcards to members without email, it’s easy to overlook these notices. Thanks!

**Last-Minute News:** Just as we were going to print, Denis Kerechuk submitted a story about a Rick Chew Tribute that needed to be shared, so I added an insert with this story and also want to remind all of his Celebration of Life for on Saturday, April 30th @ 10:30 a.m. at: Frank Hotchkin Memorial Training Center, 1700 Stadium Way, Los Angeles, California 90012.

**Sad News:** We received news that our Wisconsin BSAOCSC member and renowned midget car driver **Kevin Olson** passed away from injuries suffered in a traffic collision in his home state. Our sympathies to his wife (who was also injured) and his loving family.

**Want Ads:** Though it hasn’t been a problem, please remember to let us know when your bike sells or if you no longer need your ad to run. We want to make sure there is space available for all. Thanks! :-)

**Ride Safe,**

*Steve O.*

# President's Message

By Burt Barrett



Hello Fellow Clubmen. I wish to compliment Steve on the April fools photo on the back cover of our piled arms. Great job Steve, looks real. My restoration of my '73 Triumph Tiger is moving along at a snail's pace. I seem to be stalled on a couple of things. First is the new Indian-made gas tank. The paint is quite beautiful. I took the tank to Dennis Massey for a pinstripe and clear coat. I was quite pleased when I saw the finished product, it is gorgeous. When I tried to fit it I noticed the throat on the tank was too wide, requiring a 1/4" shim of rubber on the horseshoe rubber tank mounts. No big deal, I just added some scrap rubber and glued it on with weatherstrip adhesive. Then I had trouble with the rubber bung in the center hole. The correct spacer for the bolt is too short, and I finally added another spacer and rethreaded the bolt. OK, we are cooking, right? Wrong! The next problem was the badges when installed are tilted downhill towards the front of the tank. Quite noticeable. I am considering using a ratchet-type tie-down and lots of soft padding to make the throat smaller. This is because the tank brace will not fit, although only about 1/4" too wide. Still thinking about it. I have a nice Euro tank that is correct for this model and am considering having Dennis paint it the correct color and selling the small tank on eBay. Next problem: I overhauled the disc brake caliper and plated the steel tubing, and bought new hoses and a new master cylinder. Despite buying new copper gaskets, the banjo fitting (new), and the new master cylinder, it weeps brake fluid. Rats! So I called JRC and ordered a new rubber hose, the kind that screws into the master cylinder. I fitted one to my Trident and it works great, doesn't leak, and looks good. Everything else is ready, the electrical installed, all the lights and signals work, and the Boyer is wired up, as is the Podtronics regulator. Next is the engine.

*Burt Barrett*

**Welcome New Club Members!**

**03/11/2021 to 04/10/2022**

**MICHAEL O'BRIEN - SAN DIEGO CA**

**CARRIE HEMME - TEMECULA CA**

**Ride Boldly With The BSA Owners Club – So. Cal.**

**- NEXT MONTH -**

**INLAND EMPIRE RIDE REPORT**

**NEWS FROM "DOWN-UNDER"**

Hi Steve'

Thanks for the magazine. At our last meeting, our guest speakers were a couple of members who talked about antique firearms.



Noting the name of your magazine, I thought your members would be interested in the attached photo.

First (and probably the last) time that I will ever see this live.

Cheers,  
Rick Gardner  
President

BSA Motorcycle Owners Association  
Inc.

PO Box 8100, NORTHLAND CENTRE,  
Victoria, AUSTRALIA, 3072

## - Parts Donations -

Many thanks to **Blake Conway** for a truck-load of wheels and parts! Thanks to **Ed Cornell** for his donation of a vacuum cleaner & air compressor. Thanks to **Brian Shaw** for the B40 parts. Thanks to **Keith Smith** for the Dovetail Jig. Thanks again to **Joe Yee** for the bike lift & tires. Thanks to **Donna Mulrean** for an Ice-chest full of parts, and Thank You **Rex Jensen** (non-member) for the porcelain signs! :-)

## Important Renewal News!

For our members convenience, Renewal Reminder Emails will now come with a secure link to PayPal.

You can get an expedited "Express Membership" renewal for 1 or 2 years using these easy links.

Our website has also added these links; just go to "Membership Registration" and select a 1 or 2 year renewal option.

If you have any questions, please contact our membership committee: Steve Ortiz 951-440-3521 or Barry Sulkin 310-569-1383



## - To Join or Renewal Membership by Regular Mail -

Simply send a check for \$25 to:

**BSAOCSC**

**11125 Westwood Blvd.**

**Culver City, CA 90230-4950**

8 (Check Your Membership Expiration On Your Mailing Label)



Nice

## **- Letters To The Editor -**

3/18/22

### **Howard Pope's Spring Forecast From The North Pole** (Located near Dingle, ID - Temperature: 28°F)

JUDY SAYS HI. ITS 70 DEGREES OVER HERE, ALSO, ONLY INDOORS WITH THE FIRE GOING AND THE GAS HEATER ON.

YOU ARE FAMILIAR WITH THE RITUAL OF THE GROUND HOGS APPEARANCE, PEEKING OUT OF HIS HOLE IF HE STAYS OUT LONG ENOUGH IT'S A SIGN THAT WARMER DAYS ARE DUE SHORTLY. WELL, HERE IN DINGLE, JUDY AND I HAVE RESIDENT SKUNKS WE HAVENT CAUGHT SIGHT OF FOR A NUMBER OF WEEKS, AS I THINK THEY HIBERNATE IN THE WINTER. YESTERDAY I OBSERVED THE MOTHER (NAMED MADAME LE PHEW) TEACHING HER YOUNG ONES HOW TO SPRAY. ALL THREE OF THEM IN LINE, AND THIER TAILS ALL ARCHED UP AND QUIVERING IN UNISON, SCARING THE HECK OUT OF THE CATS, AND ME TOO!

SUMMER IS COMING IN ABOUT 8 WEEKS

*Howard Pope*

*Former BSAOCSC Club President & California Expat.*

**Join Team BSA !**



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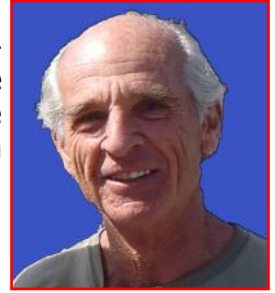
310-398-6406 or

310-569-1383

# Al Baker Dual-Sport Ride Report

## By Mike Haney

The Al Baker D/S ride for 2022 is in the books and for the most part it was a fun and successful event. A bright and sunny day greeted the nine riders that arrived at Al's former ranch, which the new owner graciously allows us to still use as a staging area, thanks to the efforts of Steve O.



So at 9 A.M. we all started things up to take off on our ride and, o no, one bike refused to start, and oh no again, it was Jim Wilson's trusty Triumph that wouldn't cooperate, but never fear our group has the greatest collection of British brain power ever known to mankind, and in short order the gremlins were exorcised from the electronic ign. pickups and all was well again, so off we went, a little late, but no one's counting.

Right out of the gate there is the infamous one quarter mile of super soft sand wash just to get your attention and your blood flowing. In past years some of the guys had trouble just getting from the paved road over the sand berm and into the main part of the wash, laughing type tip overs for some, and good-natured laughter for others. This year everyone made it through the wash without incident and we continued on the same course as last year east on trails to a small group of houses, turning north on decent roads through some small hills, sandy at times, then onto several miles of really nice to ride on roads, somehow the side-by-side idiots haven't found this section yet and it is the way things used to be for us, what a treat.

We finally come to Hwy. 58, cross over and continue north to the Railroad tracks, which we cannot cross, so right turn for about three miles to Hinckley Road, cross the tracks and head north about five miles to a sand road that eventually ends up at the Rainbow Basin Natural Area some ten miles on. Some of the guys had never taken the short ride through this area of strange multicolored rock and soil, so we all detoured through the basin to have a look, stopping at one point to just look around at all the unusual landscape. Then it's on to Peggy Sue's 50's diner for lunch, utilizing a new section of road not quite as badly torn up as the Edison Road previously used, a little longer but easier on the old bod.

Lunch was great as usual and all eleven of us, nine riders with Steve O. and John Laing in the chase truck probably had more to eat than  
10 should be allowed, but who cares, we're all trained athletes, so it's ok.

Returning from lunch, unfortunately is a reversal of the morning route, except no detour to Rainbow Basin. Somewhere in this section Mike Garrett's bike got a rear puncture and with no way to repair it he just had to keep riding until we could hook up with Steve O. with the chase truck on Hinckley Road and load it up, ending his day in the saddle. From here we continue west on the Edison Road for a short distance then turn onto a very rough two-track up a very long hill and to the desert lighthouse perched on top of it. This thing has no real purpose other than to just be there. As the story goes, some guy just wanted to do it "really bad," and eventually got it done. Steve O. drove around from the opposite side of the hill and met us at the lighthouse so his group could see this thing also.

It is quite a sight sitting up on this big hill, all by itself, like I said, somebody really wanted to do this. After admiring the great view of the surrounding area for a while, we rode back down the dirt road and crossed over the train tracks back at Hinckley Road. Along here some place Sandi's forks started making bad clunking sounds and wouldn't go up and down all the way, so it was decided that her and Jim would take the pavement back so as to not cause any further damage to the forks. They took off down the road, followed by Steve O. in the truck and I led the rest of the guys back on the normal route on some pavement but mostly dirt. All went well the rest of the way back to Al's ranch. So after the normal stuff of loading up the bikes, having a few drinks, and talking things over a bit it's back on the road home after yet another good ride.



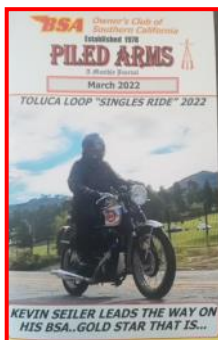
Later, I was thinking about the events of the day and how they turned out or could have turned out. By now everyone probably knows how I like to pit the Triumph's against the BSA's and normally it's been the BSA group that has had the most trouble and I get to make some smart ass remarks about it; well this time it was Triumph's turn, we had two with almost failures, Jim's bike wouldn't start for quite a while, and he almost gave up on it, Sandi's forks packed up, although she did ride it back, and Mike's flat caused him a ride back in the truck, so I kind of have to leave with my tail between my legs with the way things turned out. Score card, BSA 1 Triumph 0, now I haven't got anybody to bad mouth, just don't know what the world is coming to.

# My "High-Side" By Kevin Seiler

**Hello fellow BSA owners club members!**

How excited was I, to see my image on the cover of the March Piled Arms newsletter.

**I excitedly initiated the following email exchange...**



Steve,  
I'm honored and humbled to have made the cover of the newsletter. Thanks!  
Great photo, too! I'm framing it. **Kevin**

Hi Kevin,  
It was a worthy photo and glad you are happy. As you know, I'm always looking for a story, so if you want to pen a few paragraphs, we can do a little follow up on the bike. Hint-hint:-) Anyway, what a good day, and hope we can ride again soon. Thanks again, **Steve O.**

I'll pen something soon. But in my case, I'll have to use voice to text. It so happens I have two broken arms as a result of a crash on one my moto guzzis. I'm getting better. Happened on Superbowl Sunday. **K**

Geez Kevin...so sorry to hear that. I'm sure that would have never happened if you were on the Gold Star. Usually, Super Bowl Sunday is a good day to ride as most are glued to TV instead of out driving...but this proved me wrong...again. Ha-ha! Get well soon and I'll take whatever you send.  
Best Regards, **Steve O.**

Steve, how right you very well may be! So, a few details are in order intrepid readers. I am lucky to have enough motorcycles to keep me busy. One problem with many motorcycles is that sometimes you need to adjust your riding style for different types of motorcycles. I think that had something to do with my recent crash on Super Bowl Sunday. For the past few weeks, I have been riding my 1943 BSA WM 20, my 1959 DBD 34, my 1966 Benelli 175, and my 1980 Moto Guzzi Lemans. I honestly think I'm the kind of person that minimizes risks. So, I decided to take advantage of Super Bowl Sunday as a day to blow the cobwebs out of a bike I had been neglecting: my 2000 Moto Guzzi Quota.

if you folks aren't familiar with it the Moto Guzzi Quota is a brute of a motorcycle. It's sort of like a BMW GS1250, but not as refined. Tall suspension, nearly 600 pounds, Hard-side luggage, and about 70 horsepower. I have owned several Moto Guzzi's and most of them have been equipped with one of those Moto Guzzi quirks- the linked brake system. not so my Moto Guzzi Quota. It has a particularly fierce back brake. So, there I was just around the corner from my house in Los Angeles on that sunny Super Bowl Sunday planning my ride on the freeway to charge up the battery get some fresh fuel through the fuel injection system. I was cruising along without a care, and as the road narrowed, I notice a Tesla coming toward me at a high rate of speed. I was only doing about 15 miles an hour in first gear. So, I counter-steered to the right and applied just a touch of the back brake. The next few moments were a little bit hazy, but the next thing I knew, I was on my back looking up at the sky. I had high-sided!

My bike had thrown me about 20 feet through the air and I landed on both palms. I then flipped over onto my back and impacted my side. I had two broken wrists and two broken ribs. Luckily, there were several bystanders including the Tesla driver that stopped to render aid. Someone was kind enough to pull my cell phone out of my pocket and called my wife.

I spent about a week in the hospital and had surgery to install two titanium plates (metric, it turns out), in the trauma ward at Huntington Hospital. I was that irresponsible motorcycle rider, even though I was surrounded by several snowboarders, hikers, pedestrians, and car accident victims with similar injuries. As I heard nurses and physical therapists consoling the other patients that "you'll be back on the slopes in no time" or "you'll be up to hiking again on the mountains pretty soon"; I, as the lone motorcyclist, was the pariah that needed to be convinced that riding motorcycles is something that a reasonable person just shouldn't do. Well, f#(k all that! At 54 years old, I first started really riding motorcycles at around 14 years old. I've been doing this for 40 years of my life and this is the first time I've had an injury accident.



I have been dissecting this accident and I believe a serious contributor was myself. I think the biggest issue was that I did not recalibrate my right foot to the amount of brake pressure that I needed for this situation. I also am glad that I am a big believer in good gear. I had absolutely no abrasions or lower extremity injuries, which is a testament to my Lee Parks gloves and choice of U.S. Marine tanker boots (look ma! No broken ankles), as well as my Hein Gericke Dakar jacket.



So, I am disappointed in myself for adding to the population of people who have gotten in a motorcycle accident. We all know that motorcycling is a dangerous activity, and we all accept a level of risk. However, as we all know, this is something that is part of our lives. Motorcycling has given me way more than it has taken from me. For the time being, I'm using this downtime to source some parts for my 1955 CB34.

For all of you out there... minimize the risk as you see fit, and remember that if you switch between modern and older bikes, be mindful of the differences with handling and brakes between the two. For me, I'll be back up on two wheels in no time!

Greasy side down!

*Kevin Seiler*

(PS: Steve, sorry it took me so long to get something out there for the newsletter. I'm glad there is a voice-to-text app to help make it happen.)

Hey Kevin, Thank you for the good riding tips, and get well soon! :- ) Ed.

# BSA Club Fun At Trailblazers Banquet



Don Emde interviews Mert Lawwill



God Show, but More Brit Bikes Needed :-)



Barry Sulkin & Yoshi Kosaka



"If Looks Could Kill"  
(The Responsible Party Looks On)

Frank Brewster



Dean Keith, Steve O., Dave Aldana, Gary Schultz & Lenny Alexman

Photo Credits: Maria Gardner, Dominique Froesch, P/A Staff



**Dave Johanson, Gary Schultz and Dave's mum "Mable."**



**Tim McIntyre with famed moto-journalist Dain Gingerelli**



**Mike Haney's Trumpet For Sale**



**Dean Keith & Barry Sulkin (need funny caption)**



**Frank Brewer & Jack Faria's Thumb**



**John Gardner, Sonny Nutter & Yoshi Kosaka**



**C.J. Stewart & Tim McIntyre chat** 15

## Al Gunter - Motorcycle Genius

Many of our senior members and long-time riders may be aware or have heard the name of Al Gunter. Al was a talented contributor to technology that saw and applied (in this case) advanced braking technology to race and street bikes of that era. Recently, fellow club member Tim McIntyre (who had just acquired a Gold Star) and I made a trip to GS expert Dick Newby to get some restoration tips and ogle his personal Gold Star Collection. One bike that was nestled next to a Catalina Scrambler caught my eye, which was Dick's road bike with a Gunter disc brake system installed. After a warning not to touch the cast iron discs, we took some photos and admired the advanced technology that was



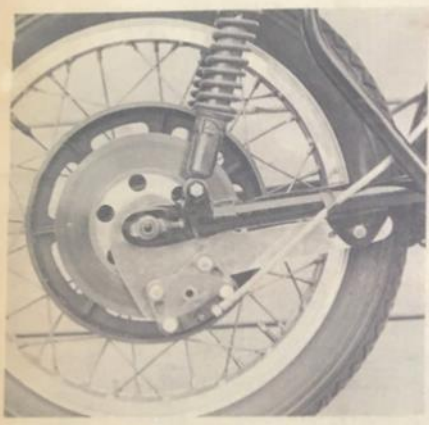
added to the bike, including the lightweight wheel hubs. We left our meeting with Tim being very impressed with Dick's bikes and imaging his hours of restoration time ahead. Many Thanks to Dick Newby for sharing!

*Steve O.*



# Al Gunter - Motorcycle Genius (Cont'd)

## GUNTER MANUFACTURING SPOT - DISC BRAKES



The well-known competition rider and a tough guy to beat, Al Gunter, is now manufacturing a new type of spot-disc brake for competition bikes. The first showing of this unique brake assembly was at Daytona Beach, Florida, this year. Gunter's ultra-lightweight wheel and brake unit weighs only 13 1/2 pounds. The system is fully self-adjusting and uses a patented Aircraft caliper which is unaffected by heat, water, oil or grass.

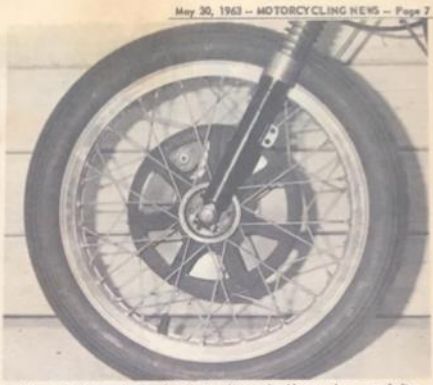
The design is such that the straight pull spokes tend to make the wheel assembly stronger. The ball bearings are sealed for long life and trouble-free operation. Not only

does this brake unit permit faster stopping, there is far less danger of fading. Air circulating around the large-diameter disc greatly reduces heat build-up. The system is, of course, hydraulically actuated, which makes for effortless operation of hot front and rear wheel units.

Both Gunter and Neil Keen had machines equipped with these new brakes at Daytona this year. Another advantage, states Gunter, is the fact that overall wetweight is reduced by about 30 pounds.

The approximate retail price is \$175. For further details contact Al Gunter, 518-B Curtis Street, Alhambra, California.

- Photos by Neil Keen.



A brake with this much room for air circulation should never have any fading troubles.

**RIDERS! Do you want to know . . .**

**"HOW TO RIDE and WIN!"**

Compiled and Edited by Don J. Brown and Evan Alban

This 116 page book has been written by four of the most successful sporting riders in the United States. For the first time, such qualified authors as Bud Ekins, Johnny McLaughlin, Chuck "Feet" Minart and Don Platt, winners of such famous events as "Big Bear", "Covina", "Greenham" and "Jack Pine" have combined their secrets and talents to bring to the motorcyclist a volume that is filled with authoritative information, interesting stories and numerous action photos.

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**MOTOR**

# CYCLING

**NEWS**  
MAY 30, 1963  
15c

13 Rebels TT Scrambles  
Vaqueros Scrambles

Motor Maids Run  
Al Gunter's New Brake

San, California - Gary Conrad gives our photographer something to cheer on as he does a wheelie on the way to winning the 20th Easter Club at Saddle Rock Park. Photo by Joe Lewis.

# **- More Letters - Hot Tip For Dent Removal**

Hello Steve. Wanted to forward this guys name **Steve Hopt**. He's in Riverside took the dents out of two tanks for me perfectly. One aluminum tank on a triumph, and a steel tank on an NSU. Both turned out great. I know through the years I've needed guys like this different times. Maybe you can put it in the newsletter: Steve's phone number 951-313-1114 Thanks, TC. Turner

Hey T.C., Thank You For The Hot Tip! Ed.



**LAW TIGERS**  
MOTORCYCLE LAWYERS

Presents **SO-CAL**  
**CYCLE SWAP MEET**



Exp 2/1/2023

## Members Only - For Sale / Wanted / Free!

**Wanted: Rickman Triumph 650 parts**, or possibly a complete motorcycle.

**Wanted:** Complete Barrel, push-rods, push-rod cover, and tappets for a Nourish / Rickman 8 valve head, that fits on a Triumph 650 case.

I would also consider a Barrel for a Nourish motor that came in 750, 850, or 925 cc's.

Contact: Tom Gerardi 818-998-5479 and leave message, or Email pictures of what you have to: [fourvalve@dslextreme.com](mailto:fourvalve@dslextreme.com)

Exp. 4/1/2022

### **For Sale: 1964 Triumph Tiger Cub.**

This bike was restored by Mike Haney about 5 years ago.

It's in show winning condition. Has Title, currently registered in CA. \$5000.

Barry Sulkin 310-569-1383



Exp. 5/1/2022

**For Sale: 1967 BSA SPITFIRE MARK III.** Completely restored in 2019 with only 1,000 break-in miles. Like new condition. Matching numbers. Large 5 gallon fiberglass tank, Caswell lined. Full width Goldstar front racing brake and original Borani alloy rims. Amal 932 Concentric carbs. Correct alloy brake and clutch levers. All of the above rare and unique to this model. More pictures available upon request. \$8,995 OBO. Call or text member Daniel Gehrs at (805) 448-0268 or email [danielgehrs@gmail.com](mailto:danielgehrs@gmail.com). Bike is located in Western Colorado.



Exp. 7/1/2022

## Members Only - For Sale / Wanted / Free!

**Club Members** may place Non-Commercial "4-Sale" or "Want" Ads in the Piled Arms "Free" for 90 days, without renewal. Ad's may also run on our new BSA Club Website, unless you notify us "not to do so" when the ad is placed.

**WANTED:** Used "Starter Motorcycle" for my wife.  
If anyone has a 120cc hanging around let me know. Call Wayne at 310.275.8034 or email: waynestambler@gmail.com



Exp. 7/1/2022

### Time to clear out more clutter:...

Norton 750 bottom end with crank and rods in good condition \$250

Triumph 650 engine 1967 TR6, was at the bottom of a lake so pretty rusty/corroded but perhaps some usable bits \$225

Triumph case set 1971 650 in very good condition \$35

BSA A65 fuel tank. large UK type. Fair chrome, no dents for mid 60's \$199

Triumph 500 case set \$35

BSA 16" rear chopper wheel, Ok chrome \$50

1973 Triumph disc brake fork and trees with caliper \$125

Alloy lower fork sliders for 1971-2 BSA/Triumph, lots to choose from \$25

Big box BSA 250 fork parts, take all \$100

BSA rear brake drum 250/441 with dummy axle \$50

Big heavy tub of misc British mixed hardware from 50 years of dismantling bikes, rusty and mixed with American stuff about 40lbs \$20

Lots of used rims, Dunlop/Jones all have slight imperfections but serviceable. You choose \$25

1970 BSA 250 cases with crank and top end, no gearbox or primary drive. \$100

BSA B50 crankshaft, big end feels tight \$200

Bill Getty Phone: 951-943-5886

06/1/2022

**For Sale: Triumph 250 Side Cover \$30** Brian Shaw 760-680-9979



Exp. 6/1/2022

## Members Only - For Sale / Wanted / Free!

**WANTED:** Front end parts for 1965 to 1970 Triumphs. Any parts that I can bring back to life will do; Headlight holders, abutments, seal holders, bushings, lower legs, triple trees, (no stanchions, as I use new ones).

Contact: "Tucson Gerry" Thurein at 520-237-4907 or email [pgthurein@msn.com](mailto:pgthurein@msn.com)

Exp. 6/1/2022



**FOR SALE: 24" Dovetail Jig**  
donated by  
Keith Smith, sell  
for **\$100**



Contact Barry  
310-398-6406  
or  
310-569-1383

or [barrysulkn@aol.com](mailto:barrysulkn@aol.com)



Exp. 7/1/2022

**FOR SALE: 1970. BSA 441. Victor Special**

All original, only 8000 miles. Runs well. **Now \$5,900.00**

Contact Mike Hartman 949 244-8301



06/1/2022

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## Members Only - For Sale / Wanted

**For Sale: 1954 BSA A-10** for sale. In perfect condition and completely rebuilt in 2013 by Rabers in San Jose. Has been in my workshop, not ridden in years. My dad would want his favorite bike on the road. **\$8,500 - Lynda 650-207-0710**



Phone For More Photos!



Phone For More Photos!

**For**

**Sale: 1958 Triumph 21 or 3TA.** Completely rebuilt by me and my dad. She's a good runner and so pretty. Has all the tools under the seat. Again she should be ridden and not locked away in my workshop. **\$9,500 - Lynda 650-207-0710**

Exp. 7/1/2022

**For Sale: 1962 Gold Star** Total mechanical restoration from the sealed wheel bearings to the chronometric instruments. **\$16,500**

Info: Ron Patterson ph. 818-361-3046  
troutmalt@gmail.com

**Used Gold Star muffler** – nice condition  
- \$100

Exp. 5/1/2022



**Price Reduction!**



**For Sale: 1966 Grumph 500 Desert Sled** - 1963 500cc Triumph twin motor in 1966 Greeves Challenger chassis. The hot setup in the desert in the Sixties! No two alike! All original, as-raced, still with original Dunlop Trials Universal front tire. Hand-made brackets, exhaust, skid plate, BSA oil tank, etc. Alloy Griffon tank, predated. Runs, shifts and stops well! Bolt lights on it and make a unique dual sport machine for club rides! Clear CA title in my name. \$7999. Interesting part trade considered. **Dave Destler Ph. 818-606-2097 or dd\_bay@yahoo.com**—Note: "Diesel" the curious tortoise not included!



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Exp. 7/1/2022

**Members Only - For Sale / Wanted**

**For Sale: BSA 3 Speed Bicycle - \$200**

**Contact: Thad Wolff 805-444-8399**

Exp. 6/1/2022



**FOR SALE**

**For Sale: BSA A7  
Cylinder Head Fits  
1947 - 1950 \$100  
(Price Reduction)**



**BSA A65T Cylinder  
Head \$75**



**Nice Victor B44 head for \$200**



**Contact Barry 310-398-6406 or 310-569-1383 or  
barrysulkn@aol.com**

Exp 5/1/2022

**Attention BSAOCS Members! Topping Events have offered free entrance to the members riding in to the Long Beach Swap Meet! Contact Club Treasurer, Barry Sulkin for tickets & Other Info.**

**IMPORTANT: The club could use Old Parts to resell or Cash to help defray costs. Please Contact Club Treasurer, Barry Sulkin for donations (and LB swap meet tickets). Barry Sulkin: 310-569-1383 or barrysulkn@aol.com **THANK YOU!** Unfortunately, donations of cash and parts are not considered tax deductible under our organizational filing.**

# NEW LONG BEACH LOCATION !

Moore's Cycle Center



John Keane

john@moorecyclecenter.com

2505 North Palm Dr. Unit F  
Long Beach Ca. 90755

Phone: 714 447 4402

<http://moorecyclecenter.com>

Exp 10/1/2022

Exp 9/1/2021

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M TO F: 10AM - 5PM  
SAT: 10AM - 1PM

Exp 8/1/2022



Exp. 11/1/2022

# CLASSIC TRACK DAY

BOUTIQUE TRACK DAY FOR VINTAGE & SMALL DISPLACEMENT BIKES

2022 SCHEDULE

FEB 13 / APR 23 / OCT 16 / NOV 26

NEW FOR 2022... INTRODUCING:

## THE CARNIVAL OF SPEED

CELEBRATION OF CLASSIC, VINTAGE & ANTIQUE MOTORCYCLES

ROAD RACING / BIKE SHOWS / SWAP MEET / VENDORS & MORE!

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Exp. 12/1/2022

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john@triclassic.com • 714-556-0170 • www.triclassic.com



## ***“PARTS SELLING SNAFFU”***

Club member Jeff Moore called me one day and asked if I wanted a bunch of wheels for the club to sell, of course I said yes, so he had his driver deliver them to me. I put one of the wheels up for sale and got numerous calls for this TR5 / B50 wheel. Tait Reed from the Northern BSA Club committed himself to buy it by sending payment for the wheel and would send an additional payment when I have it all boxed up, weighed and the postage figured out.

A couple of days later Jeff Moore called and wanted to buy the TR5T wheel he saw advertised. I told him it was already sold. I then asked him why he wants to buy this wheel after first donating it to the club? He was shocked, then said his driver must have grabbed the wrong wheel and was really bummed that I already sold it.

I thought about the situation on and off for the next couple of hours and decided to refund Tait Reed's deposit and return the wheel to Jeff Moore. When I called Jeff back, I asked him to call Tait and explain the whole drama directly, AND THEN he told me he knew Tait! He had sold Tait a TR5T rolling chassis with a non original front wheel.

Jeff wasn't able to reach Tait, but later in the day, Tait called me asking why I returned his money. I told him the whole story which left him understanding the pickle I was in. He told me he was bummed out but understood the situation and accepted it as the only fair thing to do. Hey, the motorcycle world is pretty small!

## BSAOCSC Member's Corner



Indian on the LA County Professional Peace Officer Association (PPOA) "Hero's Ride" going through the LA National Cemetery in WLA with Rick Chew's famous *Red open face dirt bike helmet* on the back, with blue reflectors to also honor LAPD Motor Officer Sgt. Hugh Peyton - on top of the famous license plate frame of (Iron Man Ed Kretz)

It was a beautiful day - we were able to ride on the freeways with an escort and with no other traffic. It was a very special day thinking

of all the heroes in our lives. I am glad that Rick Chew was with me in a strong spirit. **Denis Kerechuk**



Famous So-Cal Painter and fabricator **Blake Conway** poses



with one of his AJS restoration. Blake has several beautiful machines in his garage, and it's unfortunate the Piled Arms photographer did not get better pictures for this publication.



# PILED ARMS



**RICK CHEW'S SON DAVID  
AT  
"THE HUSKY MONUMENT"**

We Miss You  
1939 - 2010