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MEMO FROM "PARTS"

IMPORTANT..... FILE IN YOUR PARTS BINDER

SERVICE BULLETIN NO: 17

12 JULY 1959

- SPECIAL COMPONENTS FOR C-15 MODELS -

As an interim bulletin to inform more fully on the availability of special components for C-15 250cc models not all information is, as yet, completely detailed but this bulletin will bring dealer information to date and future releases will revive the subject as more components become available.

SCRAMBLES CAMS: There have been a few of these come through. More are on order and expected availability date should be about mid-September. Backorders will now be accepted against next availability. This cam is of the type installed in the new C-15 Scrambler; it is an excellent power cam but not particularly adaptable for speedways.

RACING CAMS: Racing cams diagrammed on the A-10 Spitfire cam pattern are now being designed. Once available they will be a readily available standard item but preparing them for production is a tedious process and they are not expected until around the first of the year. Some success has been had by tuners "grafting" the Triumph Tiger Cub Big Bear cam. This is an excellent cam diagram pattern but involves an extensive machining job that should be attempted only by well equipped shops.

PISTONS: Presently the only optional piston is a 9:1 compression. These are, as yet, in short supply. Next availability is expected about mid-September in standard, $\frac{1}{2}$ mm and 1mm oversize. As interim "cobbling-up" some tuners have heli-arc'd metal onto the piston top and machined it back to the desired compression ratio. This has not proven universally successful; carelessly done it has damaged engines. Safest method is to shave off the barrel.

FRAMES: Lightweight rigid racing frames are in current manufacture by Wilson Motors, 15 Oak Grove Road, Concord, Calif. These are priced at a dealer net of \$145.00. There is also manufactured a racing rigid rear section for converting swinging arm to rigid. These are \$55.00 net. Wilson Motors also manufactures special racing alloy tanks that hold $\frac{3}{4}$ gallons of gasoline with a $1\frac{1}{2}$ quart oil tank suspended in the gasoline for cooling. These fasten with the regular center mounting bolt. Total weight of racer with frame, gas and oil tank is about 175#. Contact Wilson direct for literature and delivery information.

ALLOY COMPONENTS: A number of alloy components... alloy hubs, chainwheels, sprockets, etc. are manufactured by C.T. Alloy Products, 29391 Lassen St., Hayward, Calif. Write C.T. Products direct for literature and pricing quotations.

SELF-LOCKING NUTS: Self-locking nuts, such as are used on connecting rods for example, should NOT be re-used. In major overhaul or any work involving removal of these nuts the replacement should be with new components. Owners doing their own work and purchasing any parts involving these nuts should also be cautioned about the "coming-adrift" hazard present in the re-using of this type of nut.