

## **KBX158G RIDES AGAIN!**

**In 2012, Mr Geoff Holman a keen motor bike enthusiast from Hayle, West Cornwall, purchased a BSA motor bike and embarked on a restoration project. This is Geoff's account of the project.**



I purchased the bike (above) in March 2012 from a chap in Swansea. At the time the bike was fitted out in Star Fire trim (another version of the BSA B25). When the bike was loaded in the van I asked the seller if he had any of the original parts and I was pleased to discover that he had a white petrol tank, mudguards, larger battery tray and cover. Apparently, he had bought the bike in bits some years before and rebuilt it as a Star Fire.

The dating certificate he obtained from the BSA Owners Club stated that the bike with that frame and engine number had been delivered in July 1968 to a BSA dealer called Eddie Stephens in Carmarthen. As the petrol tank was white, I began to think that this could be an ex police machine.

After owning the bike for a few weeks, I started to trace the bikes history and contacted a motor bike club in Carmarthen. By sheer chance the club happened to have an elderly member that worked for Eddie Stephens back in the 1960's!

The member was Mr Griffiths who was delighted to be contacted and gave me a great deal of information regarding the Fleet Stars. He confirmed that if it was a white Fleet Star then it had to have been an ex police bike sold to one of the Welsh Police Authorities as Eddie Stephens never sold a Fleet Star to anyone else.

Armed with this information I was advised to contact the Carmarthen Records Office and was very fortunate to speak to Terry who was only too pleased to try and trace the original registration number.

After a short time, I was informed by Terry that the bike was registered on the 1st August 1968 as KBX 158G by Eddie Stephens in Carmarthen and the bike had been registered to Dyfed-Powys Constabulary. I was then to obtain a new Registration Certificate with the bike's original number i.e. KBX158G.



***KBX158G (extreme right) being ridden by PC DOK Thomas on a Standard Motor Cycle Course in 1971***

My original intention was to restore the bike back to its original white i.e. tank, mudguards, side panels etc. but was encouraged to restore the bike to police trim. The badge affixed to the panniers I had produced for me because I wanted people at shows etc to be able to identify the bikes origin, although I was told by Clive (Cowe) and others that the force crest was not displayed on the original bikes.



***A job well done!***

During the summer months I will be riding the bike and taking it to classic shows (with police insignia / lights covered when on the road). I am amazed at the amount of attention that the bike receives and it makes me feel that the sometimes frustrating restoration project was well worth the effort.

Finally, I would like to say a big thank you to Clive and those who have been so helpful in supplying information and advice.