



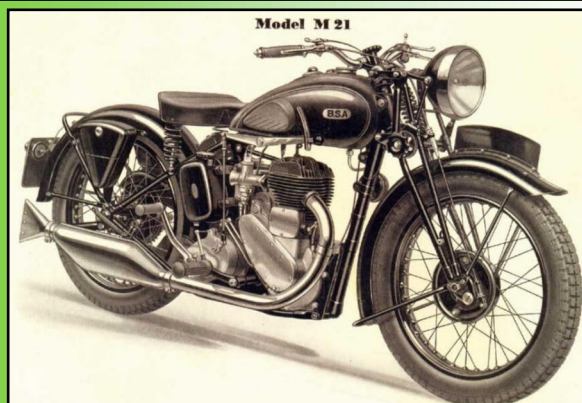
Beesa Journal



BSA OWNERS CLUB OF SOUTH AUSTRALIA INC.
FOUNDED AUGUST 1990

Issue No: 201 February - March 2026

BSA's Legendary M21 600cc Side Valve



The first of a long line of BSA M21s first rolled out of the Armoury Road factory in 1937. Initially, it had a bore/stroke of 85/105mm for 595cc. In 1938 it got the M20's bore of 82mm, and a 112mm stroke giving 591cc.

The result of all this fiddling was a claimed 15bhp compared with the 500cc M20's 13. The 600 was blessed with heavier flywheels for plough-pulling torque used for outfits.

Then the war interfered with

everybody's cheery motorcycling, and BSA supplied the War Department with everything it could produce, including M21s. But after Dunkirk, things were dire, and the factory reeled off thousands of M20s. Not the choice of discerning DRs, but they were a decent product, basically bulletproof.

About 126,000 wartime bikes were pumped out. Then, in 1946 the M21 made its re-appearance, mostly the same as the pre-war model except for an updated clutch and road-going mudguards. The tank got a winged BSA badge, which would've been enough to reassure buyers that the war really was over. Austerity was showing signs of retreating.



In 1948, the M21 was fitted with tele forks, which demanded that the front downtube was revamped to deal with the increased wheel travel. A bit later, in 1949, a better gearbox arrived sporting a speedo drive and updated, enclosed clutch actuation. The QD rear wheel was axed because it had a habit of QD-ing itself, which was upsetting to the rider.

Next, in 1951, alloy heads arrived on the scene, which aided cooling but not good for engine rattles. This year you



could specify a plunger frame, and with it the QD wheel (presumably redesigned) made another appearance. Amal Monoblocs were fitted in 1955, and 1956 saw an 8" front brake as standard. And very good they were - when correctly set up.

Finally, production of this honest, solid bike stopped in 1963. Too many cheap cars did it.

At the top left is a BSA brochure pic of the original 1937 model. The rest of the photos are said to be of a 1956 machine, and apart from the paint (and nicely done it is), seems about right. Even so,

they provide a very good comparison of the two models. Years ago, I had the good fortune to ride around on M21s for a while. I found them, even as a power-mad kid, to be wonderful bikes. They survived working stock in the bush. There is no greater praise!



(End)

Mark Hood's Trophy-Winning Rocket 3

By the Man Himself



A bit rough

It was in 1973 that a good friend of mine got a BSA Mk1 Rocket 3. He let me have a ride... That was it, I was sold, there was going to be one of these bikes in my life at some time.

Fast forward to 1983. In a discussion with another friend, I found that there was a choice of two R3s at BJ's Bikes in Queensland for sale, so on a holiday with Regis and Kylie we went and checked out what was to be my bike. As usual a bit rough, but ran well. We crated it up and sent it back to Adelaide.

In its first iteration, it received an 850 Routt kit, cams, larger Amals and three into one into two empty ray guns. It went like stink and sounded fantastic!

Unfortunately, in my quest for power I

managed to take out whatever low end grunt it had. Below 3000rpm not much, above that everything, to the point it was rubbish to ride around town. As I was working in the field for the Railways in the country it was fine, but in town?? I hated it.

After a period of time, I recommissioned one of my other bikes for long distance



Stripping down for the rebuild

riding, and the Rocket was salted away until Mike

Button (who knew I still had the bike) visited, and pressed me into getting it happening again. At this time he also conned me into joining the BSA Owners Club of South Australia.

It was Mick's goading that got things moving (he knew how to



First iteration



Trophy winner!

pulled apart and redone, and what was to be a simple paint job turned into a mission to find the same process that was used when the bike was manufactured, and so the melancholy quest dragged on.

But it all came good in the end. So far it has won best Rocket Three at the Aussie Triples Rally this year and last year.

supposed to be only a clean-up, as the bike was always intended to be a workhorse and not a show pony...

Some years before, I had actually started to accumulate parts that I knew would be stumbling blocks, like new rayguns, some hardware and assorted original parts.

Somewhere between the horse and the pony a dose of pedanticism reared its ugly head (again/still). Sections that were deemed adequate for the job got



Taking shape (I wish my workshop area looked like that. Ed)



(End)

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Rick Corbett

Engine Reconditioners

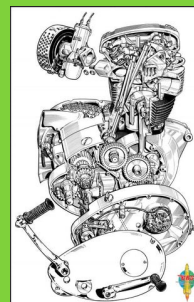
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Who to Contact with Club Queries

Treasurer	Membership queries
Secretary	In/Out Correspondence
Historic Registrar	Bike registration queries
Regalia Officer	Regalia purchases/queries
Editor	Beesa Journal queries
Federation Rep	Federation queries
Rally coordinator	Rally queries
Club Captain	Club runs
President	General Club policy

President's Report



Hi everyone,

The Christmas and New Year's activities are well behind us once again, and to all who I haven't caught up with yet I wish you all the very best for the upcoming year.

This year has started well with our January small bikes run along the beaches. Well over twenty bikes and thirty members finished up at Palermo Cafe for brunch down in North Haven.

Steve Holmes led us on an interesting run from the clubrooms, along the coast and across to Torrens Island to visit the Dolphin Sanctuary Boardwalk. All enjoyed the area that takes in the mangrove-surrounded Port River, which is one of Adelaide's well-kept secrets. From there on to brunch, overlooking the marina in North Haven.

Well done, and many thanks to Steve, and all who helped out.

We have organised this year's club calendar of rides, and a big thanks to those who stuck their hand up to put together another enjoyable year of riding. Mark has done a good job of getting it all together - and always managing to get a backup trailer organised which is an important part of our rides, as it does provide security just in case. A huge thanks to all who help out with this important role.

It has been brought up that, when out on Club rides, it is important that we observe other vehicles on the road, and try to stick to posted speed limits when possible. Also to be aware to keep a distance between ourselves to allow vehicles to safely overtake when needed. We are all aware of the ever-increasing traffic on our roads.

Ride leaders should be prepared to keep up a safe pace for the conditions, and with our marshalling system all behind can easily follow to the next stopping point.

This way anyone who feels the need can overtake without feeling obligated to stay behind older bikes, or slower riders, which helps prevent bunching up. This may apply to the front marshalls moving off a corner etc when the field has gone through.

I feel sure it is something we will all work out for, as you know, everybody is different and so are the bikes, and the bakeries won't run out of pies and pasties if someone is ten minutes late.

A gentle reminder of our magazine's need for your contributions. If you have any stories of adventures or any information to share feel free to send them to Chas (our editor) to include in the journal for all of us to enjoy. Facebook seems to get a fair share, but not all have access and many enjoy a good read, so do try and help as the club magazine is an important part of the Club's historic integrity.

The BSAOC is your Club. Enjoy and share with us this upcoming year.

Regards,
Mal Mackay
President

Editor's Effort

Hullo members and friends

I hope you all had as good a New Year as circumstances allow. I guess we could try to go into quantum physics and mull over the form of time and so on, but luckily most of us aren't interested, which suits me just fine!

This Journal has been strongly influenced by Mark Hood, and I thank him for his work. He will have presented the OILS article personally at the next meeting with any luck. Since that will realistically reach only a small percentage of our total membership, I figured it was well worth including it in our Journal. It is quite lengthy, but no doubt you will agree with me on this.

Next, Mark sent in a story about the history of his trophy-winning Rocket 3. Just the sort of stuff we need, and another good read.

And Dave Long, of past presidential fame, has also submitted couple of ride reports with some interesting photos. So thanks Dave. Good on you, mate.

It wouldn't be an editorial blather without giving the Royal Star (where *did* they get their names from?) a mention. Gary Stone, who has the only other A50 that I know of in the club (and a very nice one it is, too), and my not-so-good self have a bit of a thing going about oil leaks. Both of us hate them, and go to almost any length to eliminate (or fail to mention!) them. Thus it is of some note when he reported over the phone that my bike had leaked oil on the cement outside the Finnis General Store. I knew it had left a bit, so I asked for photographic evidence. As you can see, it wasn't a great deal of mess, to say the least. But the fact that another Beesa Club friend had noticed it filled the editorial being with shame.

So next time, I'll make sure the chain case oil level has stabilised to around 100ml before daring to front up again! Cheers for now, and take care. *Ed.*



BSAOC of SA Committee Members/Club Officers

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Vice President/Regalia	John Zippel	0419 677 446	jzippel@bigpond.com
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Treasurer/Membership	Steve Holmes	0402 678 654	bsaocsa.treasurer@gmail.com
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Club Captain	Mark Howson	0439 831 862	mark.howson@bigpond.com
Librarian/Facebook Man.	Bryan Dunn	0416154594	dunnbryan51@gmail.com
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Committee Member	Barry Ellis	0427 393 101	ticky@esc.net.au
Committee Member	Ian Rounsevell	0412 708 410	ianrounsevell@gmail.com
CCC&Fed Rep, Web Man.	Dave Long	0413 899 189	d.d.longxx@gmail.com

The B.S.A.O.C. of S.A. Exchanges club magazines with the following clubs.

Any wishing to be on a mailing list for these mags, please contact the Editor

BSA Motorcycle Owners Assoc Inc. Victoria	<i>BSA Burble</i>	Motorcycle Riders Association of SA	<i>Centrestand</i>
BSA Owners Club. (UK).	<i>The Star</i>	Norton Motorcycle Club of SA	<i>Energette Gazette.</i>
BSAOC of Northern California.	<i>The Bulletin</i>	New Zealand BSA Owners Club	<i>N.Z. Southern Star</i>
Canterbury BSA MC Owners Club Inc. New Zealand	<i>The Winged Wheel</i>	Veteran and Vintage Motorcycle Club of South Australia	<i>Smoke Signal</i>
<i>Classic Owners Motorcycle Club</i>	<i>The Classic Courier</i>	Historic Motor Vehicles Club	<i>Steering Column</i>
BSAOC of Southern California	<i>Piled Arms</i>	VMCC of Vic	<i>Exhaust Notes</i>
BSAOC of QLD	<i>The Rocket</i>	VCC of QLD	<i>The Vintage Car</i>
Matchless and AJS Enthusiasts Group of Australia, Vic.	<i>Bore and Stroke</i>	Mildura Vintage Vehicles Club Inc	<i>The Bulbhorn</i>

CALENDAR OF EVENTS

Venue	Description	Club	Date	Time	Comments
February					
BSAOCSA	Club Meeting	Yes	Tues 3 rd	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride, BSA Only	Yes	Sun 8 th	TBA	Ian Rounsevell 0412 708 410
NZBSAOC	63 rd BSA International Rally	No	13 th - 20 th	Website	bsarally2026@outlook.com
SYPHVS	Bottom End Rally	No	20 th - 22 nd	Fri-Sun	See Website
March					
BSAOCSA	Club Meeting	Yes	Tues 3 rd	8.00	CCC Clubrooms
BSAOCSA	Club Captain's Ride	Yes	Sun 8 th	TBA	All British. Mark Howson 0439831865
April					
BSAOCSA	Club Meeting	Yes	Tues 7 th	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride BSA Only	Yes	Sun 12 th	9.30am	Vaughan Edwards 0427669247
SPORT CCSA	All Historic Mallala	No	17 th -19 th	See info	8271 5689, see email ¹
May					
V&VMCNY	16 th Cousin Jack Rally	No	2 nd - 3 rd	TBA	John 0409 670 093
BSAOCSA	Club Meeting	Yes	Tues 5 th	8.00pm	CCC Clubrooms
SHMC	Mildura Meander	No	16 th - 17 th	See info	Reg: Greg Walsh Sec. 0429 811 218 ²
BSAOCSA	Club Ride BSA Only (Mday)	Yes	Sun 17 th	9.30am	President's Ride Mal Mackay 0413 081 319
FOHMCSA	Fed Meet the Clubs Tour '26	No	16 th - 24 th	See Link	Info for Tour see below ³
June					
BSAOCSA	Club Meeting	Yes	Tues 2 nd	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride BSA Only	Yes	Sun 7 th	9.30am	Dave Long 0413899189
July					
BSAOCSA	Club Meeting	Yes	Tues 7 th	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride BSA Only	Yes	Sun 12 th	9.30am	Howard Parslow 0418 960561
August					
BSAOCSA	Club Meeting	Yes	Tues 4 th	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride All British	Yes	Sun 9 th	9.30am	Ladies' Ride. Miranda Howson ⁴
Remember if the temp on the day of a club ride is 35°C or greater the ride will be cancelled.					
All due care is taken compiling this list, but ALWAYS verify details before leaving home.					

1. motorsport@sportingcarclub.com.au

2. sunraysiahmc.secretary@gmail.com

General info: Rob Ferguson Pres. 0418 118 719

sunraysiahmc.president@gmail.com

3. <https://fhmcsa.org.au/uploadFiles/newGlobalFiles/Federation%20Tour%202026%20Update%20V1.pdf> This link is on the Federation website.

4. Ride for Ladies and Men, but Ladies' choice of destination

Minutes of BSA Owners Club of SA General Meeting 6 January 2026 "Triple C" Clubrooms, Clark Avenue, Glandore

OPENING AND WELCOME: Meeting Opened at 8.15 pm. **MEMBERS:** 21. **NEW MEMBERS:** Nil. **VISITORS:** Nil
APOLOGIES: Andy Jarrett, Miranda Howson. **WELCOME:** President Malcolm Mackay opened the meeting and welcomed all and: Advised the Fire and emergency evacuation drill of the club rooms, and reminded Members and Visitors to sign the attendance book. **MINUTES OF THE PREVIOUS MEETING:** Minutes of the previous meeting, 4 November 2025, were forwarded to all members who provided the club with email addresses. Secretary advised the meeting that as there was no General Meeting of the BSAOC of SA Inc held for December 2025 that there are no Minutes.

The Secretary proposed the following motion: Motion: 'That the Minutes of the November 2025 General Meeting, as circulated to members, be accepted.' Moved: John Zippel, Seconded: Dave Robertson. Carried. **BUSINESS ARISING FROM THE**

MINUTES: Nil. **CORRESPONDENCE IN** (Includes emails): 14.11.2025 – From Secretary Triple 'C' re Vulnerable Person in the vicinity of the Clubrooms – BSAOC of SA Committee was notified. 14.11.2025 – From Secretary Milang Vintage Machinery Club re 'Yesterdays Power Rally – 17 and 18 January 2026. 20.11.2025 – From Southern Yorke Peninsula Historic Vehicle Club – 40th Anniversary Bottom End Motorcycle Rally – 20-22 February 2026. 25.11.2025 – From Secretary Triple 'C' – Invitation to the Twilight Picnic on 12 December 2025. 26.11.2025 - From Secretary Triple 'C' – Advert re Ducati Day on 6 December 2025.

6.12.2025 - From Secretary Triple 'C' - CCC Minutes - December 2025. 10.12.2025 – From Secretary FHMCSA - Federation – Minutes of the Meeting of November 2025. 17.12.2025 – From ID Athletic – Sam Enders re free sports uniforms. 11.12.2025 – From Secretary Triple 'C' – Political Signage on Council Facilities and Land signage is not permitted on any Council buildings, facilities, or land. 20.12.2025 – From Andy Lorenz - BSA Owners Club UK International Rally Secretary, re BSA 2026 Summer Camp Sweden 8 August – Saturday 15 August 2026. 31.12.2025 – From NZ BSA International Rally Organisers re Representatives for our Pōwhiri/Opening Ceremony - BSA International Rally. 31.12.2025 – From D Hills – Membership Application including a Cheque for \$50. 31.12.2025 – From ANZ Bank – Merchant Statement. 31.12.2025 – From BankSA – Term deposit Account Information.

CORRESPONDENCE OUT (Includes emails): 20.12.2025 – To Scott Manning NZ BSA International Rally Organisers re Representatives for our Pōwhiri/Opening Ceremony. **ANY BUSINESS ARISING FROM THE**

CORRESPONDENCE IN AND OUT: It was decided at the Committee that the Club will send a gift to the NZ organisers of the BSA International Rally (gift to be a collection of BSAOC of SA regalia). The Club's representatives attending the BSA

International Rally will participate in the opening ceremony. **TREASURER'S REPORT:** Treasurer Steve Holmes read out the Treasurers Financial Report for November and December 2025. Currently there are 171 financial members. November Report -

Moved: Jeff Cleary, Seconded: Bryan Dunn. Carried. December Report - Moved: Jeff Cleary, Seconded: John Zippel. Carried.

ANY BUSINESS ARISING FROM THE TREASURER'S REPORT: Treasurer Steve Holmes explained the Term Deposit account to the meeting. **CLUB CAPTAIN'S REPORT:** Mark Howson advised the meeting: November Run – 9th – to Mannum for a Paddle Boat cruise and BBQ lunch catered for by the Mannum Rowing Club. Departed 'CCC' Clubrooms at 9.30 am, calling in at

Crafrers Service Station to pick members, then to Balhannah Oval to pick up more.

Arriving in Mannum for approx. 11.00 – 11.30 am. All enjoyed the river cruise and the lunch on the banks of the Murray River.

Many thanks to the Manum Rowing Club who catered for our BBQ lunch. After lunch the group went on the motorcycle museum in Manum before setting off for home. Many thanks to Club Captain Mark H for organising the day.

December - Christmas BBQ Saturday 6 December at 6.00 pm – this year it was 'Bring a Plate to Share', either a dessert or a salad, and as usual the spread was wonderful, and over 50 members and families attended.

January Club Run 'Small Bike Ride' – to be led by Steve Holmes. Meet at clubrooms at 9am for a 9.30 am start making our way to Outer Harbour via Anzac Highway and Military Rd. We will pass by the West Beach Caravan Park around 9.40 am for anyone who wants to meet up there. The ride will meander along the coast towards Semaphore, Outer Harbour, North Haven. Then to the Palermo Cafe (next to the Sail Masters Tavern) for brunch around 11.15. Ride will finish after the Cafe.

All members and families are welcome, cars and/or larger bikes. It is an 'All British' day and a backup trailer will be provided.

EDITOR'S REPORT: Chas Dean thanked Dave Long for his report on last ride and Mark Hood for his article on his award-winning Rocket 3. President Mal Mackay reminded everyone to send a contribution to Chas for the Beesa Journal. If you send something for the Facebook page or the Web page, please include Chas for the Beesa Journal. We do have members who don't utilise the internet and look forward to receiving the Beesa Journal. **GENERAL BUSINESS: OTHER REPORTS:**

FEDERATION REPORT: Nil. **CCC:** Nil. **CLUB REGISTRAR:** Mike Apthorpe – all good, 2 new bikes registered through the Club. **LIBRARIAN/FACEBOOK:** Bryan Dunn advised: Library - advised he was given a box full of past club magazines that will be available for members to take if they wish. Facebook - we have 489 members on the Club's Facebook page with some very positive comments. Mike Apthorpe asked if members can advertise parts on the club's Facebook page – Bryan advised yes, they can. **REGALIA:** John Zippel advised we have plenty of caps and bucket hats for sale. **ANNUAL RALLY:** Ian Rounsevell advised that prizes for the rally raffle will be gratefully received.

WELFARE OFFICER: Absent. **OTHER GENERAL BUSINESS:** Jim Nixon mentioned that our Club will be hosting the National Rally in 2027. Mal advised the meeting that Jim Nixon had donated a panorama photograph of the bikes lined up along the Mt Barker Railway Station at the 2023 International Rally for a raffle prize at the next meeting. **RAFFLE:** Raffle prizes, of leftover beer from the rally, were won by numerous people at the meeting. Raffle tickets were free. **PARTS BOOK:** Nil entries in the Parts Book. **MEETING CLOSED:** 9.20 pm

(End)

OILS

By Mark Hood

First and foremost this is not a talk about what you should do. That is for you to decide with information supplied.

There are a lot of misconceptions about oils - particularly engine oils. But one thing is paramount, and that is an engine must be in sound, operable condition to start with. This not only means mechanically, but tune-wise as well. Thicker oil does not fix engines, but it may delay the inevitable.

So this first part will not be about oil, but about the components that affect the operation of the lubrication system, and its ability to hold a pre-determined pressure under its full operational conditions, regardless whether the engine is in Alice Springs Australia, or Anchorage Alaska.

Some engines are designed with an oil system that has no pressure relief valves. These rely on a controlled internal bleed system. All the lubrication points will have orifices that ensure lubrication is spread around the engine as the manufacturer intended. This is an early system that was reliant on everything getting a dribble which increased as the engine rpm increased. It was not a particularly good idea as oil flow was low with low rpm, and high with high rpm, so, stuck idling in traffic? Low oil flow. At high rpm we had the opposite, possibly high oil flow exceeding what the engine could control which led to potential higher oil consumption.

Later systems used pressure relief valves, so the pump was designed to deliver a higher amount than the engine needed for a given rpm, but was regulated back to a design pressure that the manufacturer deemed adequate. At high rpm the engine still got the same pump delivery rpm as the engine, but now the amount of flow in the circuit was regulated by the engine's internal bleed rate. This is to say that if a plain bearing flowed, let's say, 2 litres per minute at 1000rpm, in practice it would not bleed much more at say 5000rpm. If, say, a big end bearing bleeds more with speed, it is distorting around its journal, thus providing a larger bleed area from the crank's oil feed hole to the outer of the rod.

Let's talk about some of the areas that use a controlled feed of oil.

Mechanically, looking from the top to the bottom, all manufacturers clearances applied in the middle of the clearance range will keep you out of trouble: if a bearing has .001"-.002" it is .0015", any increase in clearance beyond the service wear limit in this area is a higher flow bleed path. If rockers are pressure fed they need to be inside their recommended clearances of let's say .001" to .002" If these are at .005" here is a high flow oil feed point which reduces the ability to build system pressure.

If a factory standard guide is used and states .0015"-.0025" clearance range, .002" is the target. But if valve clearance spec says .005" it's .005". If an OEM (Original equipment manufactured) piston is .004" measured at the largest diameter or at a specified distance up the skirt, it's that clearance.

So we can see there are components in the engine that have a direct effect on oil pressure, and other areas that have no effect but require adequate lubrication to survive. If we have an engine that has low oil pressure at idle and ok oil pressure at over say 2500rpm, we have an engine that has excess clearance in the components that are required to hold pressure.

Any aftermarket parts, regardless of assurances, must be checked for manufacturer's recommendations as to clearances, and not just taken for granted that original fitment specs have been applied. I have had experience in the past with bearing shells supplied and fitted to a crank which gave the top end clearance of .0025" out of the box, on a crank that had been ground to factory specification.

As for ball and roller bearings, if they don't fail in a short period of time, they are usually good for service life if lubricated and not contaminated.

All mass produced machining has tolerances. In the middle of those tolerances is where the manufacturer was aiming. Obviously all things wear eventually, so service wear limits apply here. Let's say your guides when fitted are .002", but when stripped found to be .0035". This does not mean they need to be replaced, as the wear limit as far as the manufacturer is concerned may be .004" or .005". So they consider them serviceable within this range, although it does not mean oil consumption will not rise. It probably will, but not exceed what the manufacturer is ok with.

Going back to the state of tune once again, this varies from Alice Springs Australia to Anchorage Alaska, and all weather conditions in between. The hotter a bike runs above normal engine temp, which is a head temperature of around 110°C, heat related clearance issues can arise. The likes of our bikes tend to want to run a little richer than a later model bike, but bear in mind just a little richer.

Oils: As you may have noticed I have not mentioned oils yet, but here we go...

Oils, particularly engine oils, has been a topic held in whispers between budding alchemists all the way to bellicose claims from the Mount, given in the spirit of he who yells loudest wins.

Just as a qualifier before we get too far into oils and applications, there is a circumstance where a 'let sleeping dogs lay' is applicable.

This is when we have older engines that were not designed with filtration, and used the drain and tank flush method, and have been in service for a period of time in this condition.

Oil in these engines is centrifuged in the crank when the engine is running. The oil galleries, instead of being in line with the stroke of the engine are at 90° to the stroke. The crank is sometimes drilled end to end, and at other times blind with cover screws or plugs. This creates a void that is used as a trap. When the engine is running, solid particles in the oil are thrown to the outside of the pin and are entrapped in the pin and don't make it to the running surface of the bearings. This residue when dismantling can be found to be quite solid. I have seen, in engines with extensive use, this trap to be full to the bearing supply drillings and then contaminant making its way to the bearing surfaces. In a roller bearing engine it will take some time for this contamination to cause failure, but in a plain bearing engine not so. Once the junk is in the bearing the crank dies pretty smartly.

If you use a detergent oil in an engine that has previously only had non-detergent, you can dislodge sludge from the trap and pump it through the bearings. So if it is already in use, do not use detergent oils. You can still fit an oil filter to these engines, but

(Continued on page 13)

Annual Christmas Barby CCC Clubrooms 6th December, 2025

By the Ed

Every year, I think to myself, 'Can I be bothered going to the Christmas do?' Every year I end up going, and am really glad that I made the effort. After all, friends and food are hard to beat. Not only that, supporting club events like this ensures our club is held together, and that alone is a good reason to roll up. Even though there were about 50 members and families on the day, I always hope that some of the silent majority will turn up.

So Anne and I arrived on the scene armed with our (erm, her!) potato salad, to find things well underway.

This year we had our stalwart club members in the form of assistant editor Jeff



Jeff Cleary, armed and dangerous



John Zippel in his chef's gear



Our club treasurer Steve Holmes, holding something weird and looking vaguely threatening



Thank you ladies!

Cleary and vice president John Zippel (assisted by president Mal Mackay) operating the barby side of things, and a



Have a look at this work of art!



Time for the warm gear

great job they did. Thanks go to the chefs for putting their hands up. Without their skilled attention, we'd have ended up with charcoal snags and brittle onion rings, or mince patties still mooing as they hit our plates. The mind boggles at the possibilities with the chicken skewers...

The main courses were augmented by the ladies, who went out of their way to supply excellence. Not only with main courses, but dessert dishes suitable for fine dining (see photos). Thank you all for going above and beyond to feed us.

As seems to be the case with events of this nature, things wrapped up fairly early, partly due to the cold wind which whistled around the gathering. Still, it didn't stop us enjoying the evening, and being glad we went along.



Ian Rounsevell, 2026 state rally organiser

(End)

BSAOC Club Run 14 Dec 2025: Fish and Chip Run to Normanville

By David Long

December's run was organised by Club Captain, Mark Howson. We had arranged to meet at the clubrooms at 9.30, for a 10am departure. It was a good turnout, and, according to my count, we had 17 bikes. I volunteered to be backup trailer driver on this occasion, something I hadn't done in quite a while. My turn I thought!

We left Glandore bang on 10.00am and headed south, making our way through Happy Valley, Clarendon, Kangarilla, Kuitpo and on to Mount Compass. Fortunately, we didn't encounter too much traffic, the ride tending to stick to the quieter backroads. The countryside was still unusually green for this time of the year.

At Mount Compass we pulled into the Strawberry Farm for morning tea. It was a good chance to mingle and have a chat. It was good to catch up with members that I hadn't seen for a while. After about 45 mins it was time to head off again on our way to Normanville, the lunchtime destination.

Our journey took us over the Myponga Dam and along the Fleurieu Peninsula coast, through Carrickalinga, and on to Normanville, where we pulled into the beach-front carpark for lunch.

It was nice, sunny, day. A bit breezy (good for keeping the flies away), and perfect for our lunch. The majority of us had fish and chips at the café. I must admit I thoroughly enjoyed mine. It was a great atmosphere, the sun was out, everyone was enjoying themselves, and there were smiles in abundance!

A few members took the opportunity to refuel in town before we decided to head back for our return journey. The trip home was much the same as the trip there, but in reverse. A few people dropped off along the way and made their own way home. The remainder of us continued on into Clarendon, where we pulled into the Stone Hut. This is where the run concluded at about 4.20pm.

It was a great day, a great chance to catch up with good friends, have a nice feed, and enjoy the ride and countryside. Thanks to Mark for organizing the day. *(And to Dave for doing the backup vehicle thing. Ed).*

(End)



Members preparing to depart the clubrooms at the start of the day



Lyndon Rogers' beautiful Silver Star. It ran like a champ all day



Dave Pearson has a name for building nice bikes. His 1970 Lightning is no exception



At the café waiting for the all-important fish and chips!



The ride concluding at the 'Stone Hut' Clarendon with Dave Pearson, and Miranda Howson ready to head home.



At the Strawberry Farm for coffee



How about this for a motorcycling day? Not too shabby imo

BSAOCSA Port River Cruise (Small Bike Run) 11th January 2026

By Mark Howson

Miranda and I had a short 20 min ride to the CCC Club Rooms, arriving at 0915. There were a great number of BSA motorcycles already gathered in the car park.



Geoff Wood's very cool D7 Bantam

It was overcast and around 18 degrees. I had a quick count, and there were 20-plus bikes including 3 outfits. After putting my shoes and socks back on, we had time for a quick chat.



Mal Mackay's excellent M21

Several people tested out the comfort of the seat on Miranda's new Royal Enfield Goan. They were impressed, but it's not the bike for them. We had been looking for some time for a British brand bike that suited short legs.



Treasurer and ride leader Steve Holmes (L), with Dave Robertson

It was 0930, and after a quick riders' brief and a reminder on road etiquette, we were on the back streets, making our way to Anzac Highway and down to Glenelg for a lap of the roundabout, reminiscent of the 80s in the Bay Car Park in my Mk1 Escort van talking on the CB and smooching... 10:4 good buddy, got that.

Oh, sorry, back to the ride. We then turned left at Lenny's Night Club, left again, over the Pat and down to the beach. The sea was looking inviting and calm. We had a short re-group out the front



A lovely ZB31 350.

of West Beach Caravan Park. Off again along the coast, a couple of clever back street detours around the Port and traffic, then we were heading to the Port River. Turning right at the Torrens Island



Howard Parslow's BB33. So nice. I want one!

Power Station (another 80s memory of me sitting on a tackle box at the power station hot water outlet catching good size Tommy Ruffs, filling up a 20ltr bucket in no time, then taking them home for mum to make

Rollmops or fishcakes. God bless her).



We need more of them! Flawless C11 250

Sanctuary". It had plenty of parking, toilets and free electric bbq. Leading off the car park was a nice boardwalk over the water hugging the mangroves as far as you can see, which was further than I wished to walk. I was surprised at the changes attempted by the local councils (in the 80s a boat ramp, a burnout pad/car park and a place to dump cars. I rode down from Elizabeth on my 70s Honda XL250, and later on my 80s Yamaha XT250 with mates around the sand flats and salt bush in this area). Howard claimed to have seen 6 dolphins! I did see a stingray in the shallows. Also, there was a large yacht in the mangroves on the opposite bank, looking like it ran aground recently. A sad outcome for the owners, I'm sure.

After half an hour wandering around with time to go to the rest room, we were off again, back around Port Adelaide. Obviously Steve put a lot of thought into the route, avoiding traffic and traffic lights equally. We were now heading down to North Haven (I

(Continued on page 12)

(Continued from page 11)

BSAOCSA Port River Cruise (Small Bike Run) 11th January 2026 Cont'd

Gary Stone's immaculate A50

think). Yes, we turned right when I saw the old tourist train full of kids rumbling along the roadside. We turned into the car park for the Palermo Café next door to the Sail Master Tavern, with plenty of parking. Some spots were a little tight, with Craig Silcock getting his toes run over by my front wheel. Sorry mate, thankfully a Toe Truck was not required.

I was gobsmacked walking in the door. Steve had said it is a popular location with cyclists and a regular meet for him and his friends, which gave me confidence that I would get a good coffee. Wow. The café is like a Tardis, with a narrow entrance, then a counter to the right with lots of smiling staff to meet us. We all passed the menu down the line so we could soon be seated in one of around 80-plus seats inside, and around 8 tables of 4 outside on the waterfront. It wasn't what I expected, not a single Lycra

garment in sight. I'm looking forward to getting one of our classic cars out and cruising there for a coffee.

I had the warm chicken salad, Miranda had the prawn salad (both great choices), but egg and bacon rolls looked like the most popular choice for many. It was great to see around 10 ladies out, in outfits or following in the cars.

After brunch we went outside to gear up and 4 lovely classic Valiants turned up. This reminded me of my 1972 VH Valiant Charger E55 340ci. Back in 1982, I couldn't have afforded the petrol to run it if I wasn't a cook in the RAAF. I paid \$3000 for it then, but now it would be worth over \$100,000.

Some went their own way after leaving North Haven. Miranda and I followed the coast, sticking to the beach front as much as we could, ending up stopping at Seacliff Hotel. Parked out the front, we had the idea of a cool drink overlooking the sea. Craig Silcock pulled up next to us for a chat, and his foot looked fine. I arranged to set a date to change the his BMW's trailer plug, so his turn for back-up trailer isn't far away.

In closing, it was a great day. Steve Holmes put some thought into the route we took, avoiding traffic, traffic lights and unsafe corners for marshal locations. It was a relaxing ride, and good to hit the old teenage stomping grounds from the 80s in my MK1 Ford Escort panel van, and later in my VH Valiant Charger. I'm sure some others had similar memories of these spots in their younger days.

Steve Holmes, thank you for organising a great relaxing ride with no sign of Lycra and stress-free riding, and with attention to rider safety and good locations with great food. Thanks **Ian Rawley** for jumping in last minute to do the back-up trailer thing, and **Craig Silcock** for offering to do backup trailer and not calling your lawyer or "toe" truck. **To the lovely ladies** on today's ride, hang in there. Miranda, my lovely wife, is organizing a day in August for you girls going to a location that you will love, to spend hours wandering around an amazing country location. Shopping, eating and catching up. I'm doing back-up trailer just so your husband is there with you. See you all soon,
Your Club Captain
Mark Howson



Doing the mangrove boardwalk lookout thing



A small navigation error you'd think



Sitting around doing what bike riders do best

locations with great food. Thanks **Ian Rawley** for jumping in last minute to do the back-up



Anyone would admit that is one giant bar!



Craig Silcock's mighty schnitter. Not sure whether he polished it off

Please be reminded despite being told at every rider's brief:
"Roundabout if there is NO Marshall you go straight on"
"Intersection If there is NO Marshall you go straight on"

(End)

resist the temptation to use detergent oils.

If in the future you pull your engine down to the crank, you can strip and clean the trap, and install a quality oil filter into the return line to tank.

Also, when fitting a filter, the usual practice of hosing is to feed oil into the outside of the filter barrel, and out of the filter through the threaded stud. The old fitters rule was "in through the outside, out through the inside." Some filters are manufactured with anti-bleed back flaps in the inlet side, if hosed in reverse will severely restrict oil flow.

Time has changed what we do with oils, particularly when compared with the manufacturer's original specifications. The composition of oil of even a comparable to OEM spec is miles different these days.

Oil manufacturers in the sixties specified mono grade, single viscosity stuff like 30 or 40, or even 50 weight oils, and specified for their machines according to the operating environment the machine was in. Say 20w for an English winter, to 40w for above 30°C conditions.

Bear in mind these were low or nil detergent oils, so they did not hold contaminants in suspension. Instead, these oils when standing would precipitate contaminants to the bottom of the oil tank or sump, hence the requirement to flush tanks at service time. Also, because there was no filtration on earlier engines, oil changes were the filter.

Multi grade oils came into popularity in the seventies. They added a number of features that monograde could not. One was a broader operating temperature range, so needing to run one grade in winter and another in summer was no longer required. Now we saw the likes of 20W50 oils being the most common. This type of grade had essentially the pour ability of a 20 grade with the bearing ability of a 50 weight oil - for lack of a much longer explanation. Something else happened - these oils now were pretty much all detergent oils. That is, the detergent added to oil kept contaminants in suspension. These contaminants were then filtered out by an oil filter, which became standard fitment on nearly all engines.

This change did not mean your old, non-filtered engine would be trashed by junk in the circuit. Any contaminants will be flushed in the first couple of changes, and would still precipitate if stood long enough. Cleaning the oil tank by putting some kero, or similar, into the tank and agitating or stirring up with compressed air and then draining will look after any sediment that has accumulated.

One thing that is different now is that oil changes need to be done hot. Also the fitment of a filter to the return line to the tank is probably now more common than bikes without them.

Even the multigrade oils themselves have changed considerably since their inception. You may have seen on the label of a container an API (or American petroleum Institute) marker with a prefix of the letters S and C, then a second letter after these prefixes. First the letter S stands for spark ignition engines like ours, or the letter C for compression ignition engines as in diesels. The letters after these indicate what grade of specification the oil has met. When this specification method first came out we saw SA and CA, but now we see specifications like SP. This type of oil is manufactured for modern engines and emissions compliances, so your older bike will probably take no benefit from these oils.

What we do have now though are multigrade oils manufactured for our needs. Some guys have a preferred brand of oil they will use. Others see "Black and Gold" as fantastic value, and as far as the label is concerned they are the same. Unfortunately they are not. You only get what you pay for. Using a known brand that has a recommendation that suits your bike will be quite adequate. One brand even has an oil specific for older engines that contains extra Zinc, which is lacking in more common automotive oils that have to comply with stringent pollutant control. Zinc is an additive that prevents scuff wear like tappet-on-cam lobe wear.

When someone puts their hand on an oil tank and declares an engine is running too hot because the tank is hot to the touch, remember oil grades are at specification when they reach 100°C. Just because an oil tank may well be too hot to touch does not mean the oil is degraded in its performance by any extent.

As for service life of oil, two things degrade in modern oils. One is the corrosion inhibitors. If you are to store your bike for any period of time, do an oil change before storing, not after. The other thing that degrades in oil is scuff inhibition. This is particularly important at start up, as oil drains off surfaces gradually over time. It is these additives that prevent premature metal to metal contact at start up.

And finally, running in oils. These by definition allow somewhat less protection of engine parts than regular oils. The theory is that they will facilitate bedding in of the engine. This may have been partly true way back when machine finishing of working parts was a lot less refined than current practice. That is not to say machinery back then was significantly poorer in its ability to give accurate and fine surface finishes, to the point that some of the older machinery is still in service. What has changed significantly is tooling and measurement. Bore finish and measurement now is streets up on the past, crank grinding, guide finishing, stem and any o/d finishing now has virtually no need for bedding in and an oil's ability to facilitate and flush out the dross. This does not mean a couple of close-together oil changes, and running an engine to a given rpm and load point is not beneficial to an engine in its commission.

To oil changes: I do wonder about people that will do thousands of K's on an oil change. It makes no sense to me, as oil and filters are cheap. Repairs always run into money.

(Continued on Page 14)

RALLY 2026

Dear Members,

The BSAOC of SA Annual Rally for 2026 will be held at Robe on the weekend of the Saturday 7th and Sunday 8th November 2026. The following are details regarding Rally Headquarters:

Robe Discovery Park

Ph: 08 8768 2237

(Continued from page 13)

OILS Cont'd

Gear Oils: As for gear oils, our transmissions use bronze bushes in various applications, so the use of sulphur-based extreme pressure additives (some having the designation as GL5 type lubricants), is not a good choice as the sulphur content attacks bronze/brass type metals. The use of GL4 type oils typically has considerably less or none of the additives that will attack these parts. There are a number of oils produced that are recommended for early transmissions, so check out what is applicable first before tipping in what the gurus say. So I use Redline MTL in all my transmissions.

Greases: This previous statement also applies to greases. If there are bronze cages in a bearing (some early bearings were constructed like this), the sulphur rule applies here too.

Greases have different bases, so moly greases use molybdenum disulphide as the carrier of the lubricant, bentone-based greases use bentone clay as a base and lithium based greases use lithium in the form of soap as its thickening base. The use of an LG2 type grease will be more than adequate for our applications.

Fork Oils: So, for fork oils, the grade that gives the best damping characteristics for your bike is the one to use. Dedicated fork oils tend to be viscosity stable and have a decent load of anti-corrosion additives in them. This does not mean you cannot use an engine oil or hydraulic oil. In the seventies there was even a recommendation to use 20/50 in some forks, and some had a recommendation down to 10W. There is no fixed viscosity here, as we are looking for the effect of the viscosity not its bearing ability. So a set of forks with some wear might perform better going up a grade or two, which will return them to their design damping. This does not mean automatically going to thicker oil. Going to a thinner oil could well give the type of damping we like when touring. But if you spend all your time scraping pegs off in the hills, the thicker options could be preferable. Remember, our forks were not that particularly good when they were new, hence the emergence in the seventies of the Ceriani type front ends.

Put that lot in your pipe and smoke it!

(End)

BSA National Rally - Bendigo Victoria 28th – 30th Nov 2025

By David Long

A group of us from the SA Club ventured over to Bendigo to attend the national rally hosted by the Victorian BSA Motorcycle Owners Association. In attendance from the BSAOC of SA club were Mark and Miranda Howsen, Vaughan Edwards, Dave and Nadine Phillis (Members from Queanbeyan NSW), Ray Barker and myself.



Fronting up to the organisers' cabin to pick up my rally bag

The Rally headquarters was at the Big 4 Tasman Holiday Parks in Bendigo.

We arrived on the Thursday, and I took the opportunity to take my bike for a ride through Bendigo to take in some of the sights. Bendigo is an historic gold rush city in central Victoria, known for its grand 19th-century buildings. These echo the fortunes made and lost in the rich goldfields in, and around, this historic town during the 19th Century.



Taking in the sights of Bendigo on my BSA Rocket 3.



Rally organisers, Roy and Jan Armstrong at Eppalock Dam

Our first ride was scheduled for Friday morning, and we gathered in the caravan carpark for a riders' briefing. Heading off, the ride took us through the picturesque countryside and down to Lake Eppalock. The lake is located about 60km south-east of Bendigo, and is a major water storage facility for Bendigo and Heathcote.

On Saturday's ride we headed to Harcourt, where the bikes took over the main street whilst we enjoyed lunch at the local Produce and General Store. We headed back to Bendigo after lunch to display the



A line up of BSAs at one of the many stops during Saturday's run. The nearest bike, an A10 Golden Flash, belongs to Lyndon Tilbrook, and of course is coupled to a Tilbrook Sidecar.

bikes and carry out the trophy judging.

On Saturday night the rally dinner was held at The Botanical Hotel Bendigo, a short walk from the caravan park. There we enjoyed a roast meal with delicious dessert to finish it off.

Trophy presentations were held after the meal, with Pat Ernst taking out best bike of the rally with his 1934 J11 V Twin (OHV

(Continued on page 20)

2026 BSA National Rally

Introducing the “Where the L are we” 2026 BSA National Rally featuring the BSA model L.

Why the L ?

Some of you with connections might remember the 2026 national was to be held at Tumburumba .

Rides had been set, all ready to do the test runs when there was a slight problem with the Snowy Hydro 2.0; thus the accomodation site is now booked solid till 2028 .

If we are lucky Snowy Hydro 2.0 will be finished by 2038 when the next south rally will be hosted.

So we asked:

- What the L are we going to do 18 months out ?
- Where the L will we go ?

How the L can we get a rally planned in the short time ?

Thus the “Where the L are we rally ” .

The important bits:

When the L is it?

The 2026 BSA National (Where the L are we) will be held from **October 27 through to October 30** and is a MID WEEK event. After consultations with participants at Cowra & Gloucester it became apparent that many of them who were still employed took between 3 days and 2 weeks off work to be able to attend, so a mid week event allows the weekend either side for travel to & from the rally as not everyone rides A 75s.

Where the L is it? After weeks of panic we have settled on the Discovery Park @ Pambula Beach, which is a beautiful site situated within a National Park.

Unfortunately, dogs will have to be left at home or get their holiday at the near by Pambula Boarding Kennels & Outright Storage (pbk.net.au)

Discovery parks are holding the following 37 cabins shown on their web page site map for us but will only do this for a very short time. Please book by phone early as the site is very popular even mid week.

- Cabins 1-> 6 Deluxe Spa 2 bedroom, shown light blue
- Cabins 15 -> 22 Superior 2 bedroom, shown brown
- Cabins 37-> 40 Superior 3 bedroom, also shown brown
- Cabins 41 -> 60 Standard 2 bedroom, shown blue

Ensuite van sites L36 to L43, shown grey as if they were cabins.

Decide what suits you then **phone the park on (02) 6495-6363** and make your booking quoting “BSA National 2026“.

If you try booking on line or through any holiday booking app you will be told “no Cabins available “ because they are currently on hold.

We have been offered a very generous group rate which will extend for the entire length of your booking should you decide to arrive early or leave late .

As for leaving late the following Tuesday is Melbourne Cup day and the park is generally fully booked for that entire week so if you are a Victorian and want to stay for 2 weeks please book early because our cabin hold starts Monday night & ends Friday night so if you want an extended stay book now.

There are also economy cabins available but they have no parking (because they are economy designed for bus tours) and powered Ensuite van sites ,L 36 -> L43 with the discounts applying to both of those as well plus one row of powered tent sites M 35 -> M 43.

NOTE: All bunks in the cabins on hold are standard single bed size (not children’s 3/4 size).

What the L are we doing?

There will be runs on all 4 days.

Tuesday & Thursday are longer runs of approximately 220 km.

Wednesday & Friday are shorter runs of 100km or less.

If your bike needs a shake down run , a Sunday night arrival would be advisable.

Limited fuel is available on all ride routes which should be sufficient for all BSAs. Fuel is available around the mid-point of the longer runs.

Application forms will be on the (bsanational.org.au) web page by April & available from the BSA tent at the 2026 All British Rally.

Entries will close on September 30, 2026.

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David Robertson

(Member of BSAOC of SA for over 30 years)



‘Run Etiquette’

OR

How NOT to lose club members on Club Runs.

- **Please arrive at club run departure points with a full tank of petrol.**
- **No passing the leaders of the groups.**
- **The leader of the run will point to the corner and the person immediately behind the leader will drop off and wait for ‘Tail End Charlie’ and/or the back-up trailer, whichever is nominated at the beginning of the run, to pass. (Please note this is not applicable to sidecars due to the difficulty in pulling off to the side of the road, and the possibility of obstructing traffic due to the extra width). This way the run leader will know that all corners or changes of directions are covered. This should ensure that the run stays together.**
- **No individual deviation from the designated run unless first advising the leader and Tail End Charlie - stick to follow the leader.**
- **Be mindful of travelling as a group. Do not get too close to the bike in front. Maintain a safe distance between bikes.**
- **Where possible lead and tail riders will wear Hi-Vis jackets.**
- **These guidelines are set out to keep the rides running smoothly. Please adhere to them for the benefit of all riders and accompanying cars, including the back up trailer.**
- **Remember your safety is our number one concern.**
- **Marshals will be wearing hi-vis jackets and (maybe) directional armbands.**

Life Members of the BSAOC of SA

This honour is awarded to members for meritorious service to the club by the committee.

Founding Member

Basil Hodgson†

Mike Apthorpe

Alex King †

Gordon McAuliffe †

Bob Parsons †

Other Recipients († Deceased Member)

Verity Robertson

Ross Edwards

Peter Bennett †

Ian Lamming†

Robyn Lamming†

Mal MacKay

Jeff Jones

Sue West

John Simpson

Barbara Hodgson

Alison Jones

Jim Nixon

Leonard (Bluey) Hillman†

Rod Bailey

Steve Holmes

THE BSA OWNERS CLUB OF SA FACEBOOK

By Bryan Dunn, Facebook Manager

Hi to all

There have been some minor changes made to our Facebook. Hopefully this information will help navigate the site.

This is a private group for the BSA Owners Club of SA.

This Facebook site is used to communicate with our members regarding:

Planning rides and notifications of up and coming events

This group can be used to upload photos from rallies and rides

Mechanical issues regarding BSA motorcycles

Advertising the sale of BSA 'bikes and their parts

NOTE: Non BSA or non Club-related content will be removed

Any members can add new members, but Admin must approve those new members to the group.

To be considered for membership of the BSA Owners Club of SA site you must answer all three questions when registering:

Question 1: Are you a current financial member of the BSA Owners Club of SA?

Question 2: Do you own a BSA motorcycle or pushbike? To be considered you must provide details.

Question 3: Do you have a friend or relative who is a member of the BSA Owners Club of SA? To be considered you must provide details.

As the BSA community is huge, we need to control membership of the group for Facebook members and their families.

Only members can see who's in the group and what they post.

If you are not a member of the BSA Owners Club of SA and are keen to join, you can go to our website at www.bsa.org.au to register.

Please feel free to contact me if you are having any technical questions or issues.

(End)

Classified Ads



For Sale



1949-53 Dynamo for Ariel Square Four. Very tidy armature and fields. New brushes, bearings and seal. Cadmium body.

TT10 Carby for 1956 Road Rocket \$600

M20 Gearbox

A10 Plunger gearbox

A10 S'arm gearbox

A10 8" Front brake. One-sided drum

Magnetos and dynamos. Electronic regulators

Please Note:

I have a supply of mostly new (and second hand) keys for British cars and motorcycles for both steering and ignition locks (original Union) .

If you need a spare key, I might be able to match one up for you, or alternatively if you have no key but the lock, it may be possible for me to find a suitable key (in my own time - you can imagine it's a labour of love!)

Call Dave Robertson 0458 770 531

Bantam D14 - B175 Battery Carrier, LHS and RHS Back Plates, Toolbox Cover Bracket \$150.00 the lot. Phone Neil 0400 822 803 After 20:00 Hrs AEST

AJS Tool Box

Phone Doc 0416 154 594

BSA Bantam Project

Phone Nick 0403 996 177

For Sale Cont'd on Page 19



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- British Parts stockist, (AMAL, Smiths, Hepolite, Lucas, etc)
- Pistons, rod kits, and gaskets
- Bearings and bushes
- British, Harley, Off-road, and Jet Ski Specialist

For Sale Cont'd

BSA B32 For Sale.

I have had a call regarding a BSA for sale. It is an 1949 B32 plunger model in good condition. It has been in storage for quite a while. The lady is keen to sell, and lives in the Valley View area. If you are interested give me a call for details.

Regards

Mal Mackay



Regrettable sale 1962 A10. Further Information Contact Al 0406 961 342 - \$9750 ONO

For Loan



**Trailer for Club Member loan.
3 bikes, or 1 outfit
up to 1300mm
track. Spare, jack, 2
ramps. Located
Reynella. Could
Arrange delivery.
Mark Howson
0439 831 862**



Wanted

A10/B33/B31 Swinging Arm to suit rod operated brake, not cable Ph Mike Apthorpe 0412 139 325

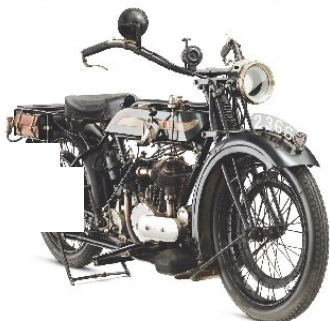
A10/B33 1954 - 57 Foot brake pedal (rod operated for QD wheel) plus rider's footrest set including distance pieces LH and RH. Phone Dave 0413 599 920

**Does anyone have any old motorcycle magazines I could give to my father?
Well over 90 years old, he asked me. Thank you.
Barry Ellis 0427 393 101**





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(Continued from page 14)

2025 BSA National Rally Cont'd



Pat Ernst's 1934 J11 V Twin (OHV 500cc). This won 'Best Bike of the Rally' trophy.

500cc). Dave Phillis took out a trophy for his A65, well done Dave!

A ride hadn't been planned for the next morning, Sunday, so us South Australians decide to do an impromptu

ride to Maldon, a pretty little town about 40 km from Bendigo. I volunteered to lead the ride only because I had a vague idea which way to head. We had a great time in Maldon enjoying coffee and a pie, and wonderful company. Lyndon Tilbrook, originally from Kadina, and a nephew of SA icon Rex Tilbrook, joined us and we had a great time discussing the 'Good Old Days.'

After heading back to the caravan park it was time to bid our farewells and prepare to make our way home on Monday morning. It was a great weekend, and a wonderful excuse to get away, enjoy our bikes, make new friends and renew old acquaintances.

(End)



A very rare BSA T65. Manufactured by BSA in their dying throes of 1972, approximately 270 of these were manufactured with the SA police receiving a number as late as May 1973.

**Remember to support the people who support our club.
Our sponsors help to keep the club going.
Remember to let them know, "I'm from the BSA Club!"**