



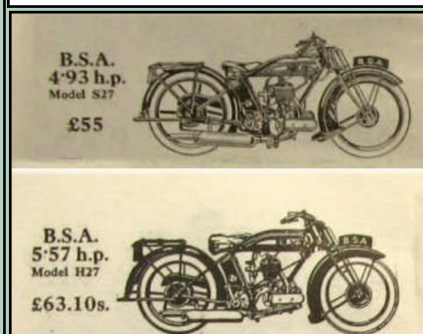
Beesa Journal



BSA OWNERS CLUB OF SOUTH AUSTRALIA INC.
FOUNDED AUGUST 1990.

Issue No. 198 August/September 2025

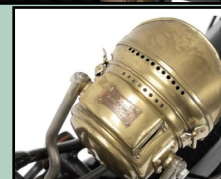
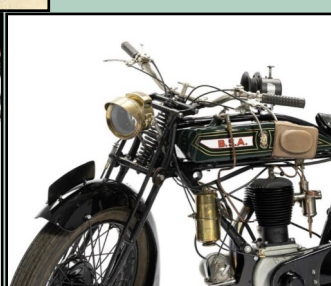
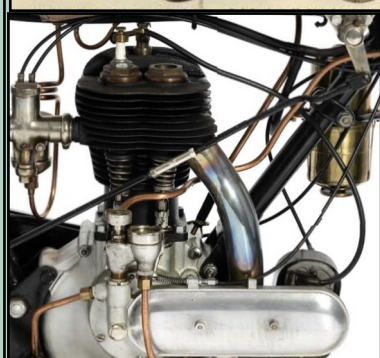
1927 BSA MODEL H 5.57 HP



There doesn't seem to be a great deal of detailed info available on this model, which is strange since it was reportedly very popular. Apparently it was known to be a robust, well made and reliable bike. It was said to be the precursor to the excellent Sloper, though this is debatable.

Obviously, the H was blessed with a side-valve engine, with the unusual capacity of 557cc, given by a bore and long stroke of 85 x 98mm. Note that its bore is the same as the excellent B33 500, which arrived 20 years later than the machine being talked about here. In 1947, actually. The first 557cc model H is said to have arrived in 1914, "H" designating all chain drive. Even back in the day it had a three-speed gearbox, as does the one illustrated. This one, however, is a countershaft

version, which is probably different from the early transmissions.



The Model H was available in several configurations, and various extras were available. You could order it with a sidecar attached, or a "de Luxe" model which offered a lower seat for better control. 1927 saw an upgraded front brake, which was no doubt a blessing when you were trying haul a chair to a halt from 40-odd mph. The illustrated bike is fitted with optional gas-powered lighting and a horn, and lace-up knee pads which look to be custom made.



Model H bikes had a gravity feed to a mechanical oil pump situated near the rear of the magneto drive-case. There was a sight feed on the tank, and a backup hand plunger pump in case of horrors that a rider doesn't even want to think about!

So we have here a very functional, practical flat tank classic. Nice!

BSA Owners Club of South Australia Annual Rally - 25th & 26th October 2025

- ♦ The Rally Organiser: Verity Robertson 12 Azalea Street Prospect 5082.
Ph. 0418 639 429 Email: bsaocsa.sec@gmail.com
- ♦ Rally Head Quarters: Pt Vincent Caravan Park & Seaside Cabins
12-17 Minlacowie Rd
Port Vincent SA 5591
Ph.: (08) 8853 7011
Email: <https://portvincentcaravanpark.com.au/>
- ♦ Rally Entries: Open to all British Bikes and Closing 14 September 2025

Lodge and pay online - at www.bsasa.org.au -

'Click' on Rally Tab to Register and Pay online

Assistance in booking online is available, please call Rally Organiser on 0418 639 429

- ♦ Full payment is required when lodging your Entry Form.
 - If lodging online you must pay on line
 - If paying via bank Direct Credit - send payment to:
BSB 105-079 - Acct No. 045144940 - Acct Name BSA Owners Club of SA Inc.
*Please ensure **your full name** is recorded on the bank payment advice otherwise it will be impossible for us to identify your payment!!*

Please note: No refunds are possible as all expenses are pre-booked.

- ♦ Registrations: Rally pack collections & registrations at Rally HQ Pt Vincent Caravan Park & Seaside Cabins, from Friday evening (24/10) and **BEFORE** 8.30 am Saturday (25/10)

Brief run down on the weekend - (full run details and maps in the Rally packs.)

Friday Night Tea. Pt Vincent Bowling Club

Saturday - Rally assembly point: At Pt Vincent Caravan Park & Seaside Cabins,
12-17 Minlacowie Road Pt Vincent
Departing at 9.00 - 9.15 am.

Morning Tea: Yorketown via coast road to Edithburgh, provided by the Yorketown Progress Association

Lunch: Hardwicke Bay via Pt Turton, provided by the Hardwicke Bay Progress Association
Returning to Pt Vincent via Minlaton

'Happy Hour': Drinks and nibbles will be provided between 4.30-ish to 5.30-ish.

Dinner: Pt Vincent Hotel - 6.30 pm for 7.00 pm start.

Sunday - Rally assembly point: At Pt Vincent Caravan Park & Seaside Cabins,
12-17 Minlacowie Road Pt Vincent
Departing at 9.30 am.

Morning tea: Ardrossan via Curramulka, provided by the Ardrossan CWA

Lunch: Port Victoria via Artherton, provided by the Pt Victoria Royal Volunteer Coastal Patrol
Returning to Port Vincent via Curramulka

* * * * *

.

Title	Page	Title	Page
1927 BSA Model H	Front	A Few Fun Facts About The Treasurer	10,11
Club Rally Details	2	SAPOL Volunteers	11
Who to Contact	3	Paul Wells' Letter to the Club	12
President's Report	4	Umberslade (Maybe), Barossa Classic Rally Details	13
Editor's Effort	4	Rally Entry Form	14
Committee Members	5	International Rally Ad	15
Calendar Of Events	6	Starting a Motorcycle	16
June Meeting Minutes	7,8	Life Members, Library List	17
July Meeting Minutes	8	For Sale	18,19
Club Captain's Ride	9	Wanted	19
BSA Club Ride	9,10	Club Dinner, Rego Reminder	Back

Rick Corbett

Engine Reconditioners

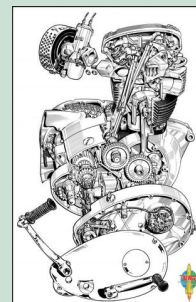
Rick Corbett Engine Reconditioners have been working with South Australian car and bike lovers for almost 40 years.

Classic and Vintage Engine Reconditioning

From BSA to Ariel, we've got you covered

44-46 Trigg Street, Blair Athol, SA 5084

Call 82628838 to discuss your needs



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



Greetings Members and Friends,

Here we are in August, and if you are anything like me, I am sick of this cold, dreary weather. Bring on the warmer weather and sun. I would imagine the farmers are blessing this rain, but bring on a few nice days! It is great, however, to see the landscape of brown parched earth gradually turn green, the dams filling and the countryside being transformed into rolling green pastures.

We were lucky with our June run; we caught a nice day for a ride through the Adelaide Hills. This culminated in a stop at the Balhannah Bakery. (Nothing like a bakery to end a run on). I counted about 15 bikes, so a great turn out! Well done to the organiser, Ian Rounsevell, for a great ride.

Also, a final reminder for the BSAOC annual dinner at the Glenelg Football club. If you haven't got your booking in, time is fast running out! See the Treasurer, myself or John Veale for details.

The next meeting will be our AGM. Yes, that one day of the club year, where members cringe in the fear that they might be corralled into a position on the committee! ☺ Keeping a low profile at the AGM has become an art form. (Only

kidding, members have been great when asked to support the club in that capacity).

I would also like to take the opportunity to thank all members of the committee for their efforts during the year, and as president, I appreciate that support.

At this point, it is worth mentioning that I will be stepping down as president. It's been five years, and I think the club would benefit from some fresh blood, and new ideas. Although I won't be on the committee, I will stay on in some capacity in support of the club, (website, Federation rep), so I will still be involved.

I look forward to sitting with the general membership at the meetings, being one of the hecklers, rather than the heckled. ☺

Once again, my thanks to former and current members of the committee for their support over the last 5 years, and also a big thank you to all our members for the continued support of our great club.

Here's to warm days, great rides and good friends.



Dave Long

Editor's Effort

Hullo Everyone

Well, here's another Journal for you, which I hope you enjoy as we've received some interesting contributions. Notably, our Treasurer has bared his soul to us as a famous off-road exponent, and Paul Wells has had awful trouble with his Bantam ignition.

By the time many of you read this, the AGM will have come and gone. So will the Club Dinner (see details on the back page). I hope to be offering you more Beesa Journals in the future, but if there's one thing I've learned over the years it's never to take things for granted, so we will see.

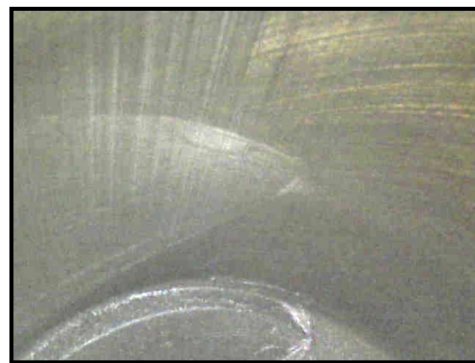
Speaking of which, the piston-eating A50 has been up to no good - again. Apart from entertainment value! I made the mistake of shoving a bore scope in the left side hole, expecting excellence. Wrong. Evidence of bore scuffing was my reward for being nosey, so I've been forced to take action in spite of the fact that the bike has apparently been running really well.

I decided to take notice of SRM's advice to me right back in the beginning, which was to run straight-weight oil only, and change it often. That done, I had noticed evidence of light pinking at lower revs even though the timing is correct. So the standard #106 needle jet went on holiday to the carb spares department, and a new #107 is now busy drowning itself in the doubtful hydrocarbon mix we refer to as fuel (there's an excellent book on the subject: 'Classic Engines, Modern Fuel: The Problems, The Solutions' by Paul Ireland. Interesting reading). I think I surfaced from the book knowing that I know very little. Oh well, you have to have a go! At least we can use the stuff to have some pretty decent outings.

The A50? It emerged from a 240km ride just fine, if a little rich around town. Open road plug reading was great, I reckon.

While I've got the chance, I'd like to thank Rod Bailey for a lot of things, but this time for his help and advice re our front page bike. Sometimes an expert pair of eyes is just what's needed. So thanks for your input, mate. Always appreciated!

Anyway, I hope riding members get to have a few rides - in spite of the unpleasant weather. Bad for biking, good for farming. Cheers for now. Ed



BSAOC of SA Committee Members

Position	Name	Contact Details	E-mail
President/Fed. Rep	David Long	0413 899 189	bsaocsa.president@gmail.com
Vice President/Regalia	John Zippel	0419 677 446	jzippel@bigpond.com
Secretary	Verity Robertson	0418 639 429	bsaocsa.sec@gmail.com
Treasurer/Membership	Steve Holmes	0402 678 654	bsaocsa.treasurer@gmail.com
Editor	Charles Dean	0407 030 856	bsaocsa.editor@gmail.com
Club Captain	Mal Mackay	0413 081 319	malmackay24@optusnet.com.au
Librarian	Bryan Dunn	0416154594	dunnbryan51@gmail.com
Public Officer	Robert Pearce	0444 558 531	rjpearce888@gmail.com
Welfare Officer	David Long	0413 899 189	bsaocsa.president@gmail.com
Historic Registrar	Mike Apthorpe	0412 139 325	appycm@outlook.com
Historic Registrar (North)	David Pearson	0407 791 588	conniepearson@bigpond.com
Committee Member/ Assistant Editor	Jeff Cleary	0417 820 321	jeffmow@adam.com.au
Committee Member	Vacant		
Committee Member	Jim Nixon	0418 817 146	nixjr.28@gmail.com
Committee Member	Ian Rounsevell	0412 708 410	ianrounsevell@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
August					
BSAOCSA	Club Meeting AGM	Yes	Tues 5 th	8pm	CCC Clubrooms
BSAOCSA	Club Run	Yes	Sun 10 th	TBN	TBN
Willunga Lions	Swap Meet	No	Sun 10 th	7:30am	Sean McCracken 0419 812 817
September					
BSAOCSA	Club Meeting	Yes	Tues 2 nd	8pm	CCC Clubrooms
BSAOCSA	Club Run	Yes	Sun 7 th	TBN	Fathers Day?
Gawler Auto	Swap Meet	No	Sun 21 st	7:00	Trevor Bellchambers 0414 397 737
CCC	Arthur Clisby Mem Picnic	No	Sun 21 st	TBN	Brian Davey 0400 826 969
October					
V&VMC	MC Only Swap Meet	No	Sun 5 th	7.00am	Michael Griffin 0439 039 904
BSAOCSA	Club Meeting	Yes	Tues 7 th	8:00pm	CCC Clubrooms
BSAOCSA	Club Run	Yes	Sun 12 th	TBA	
Strath Auto	Swap Meet	No	Sun 12 th	6.30am	Enquiries John 0438 525 560
FOHMSA	Federation Motorfest	No	13 th - 24 th	TBA	Shirley 0439 898 851 ¹
Barossa Classic	Annual One-Day Rally	No	Sun 19 th	TBN	Pete Rosser 043906840660 ²
BSAOCSA	Annual Two-Day Rally	Yes	25 th , 26 th	9.00 - 9.15	Verity Robertson 0418 639 429
November					
Lions	Bike Show	No	Sun 2 nd	TBN	Macclesfield Oval ³
BSAOCSA	Club Meeting	Yes	Tues 4 th	8.00pm	CCC Clubrooms
Mt Barker Counc	Power Of The Past 2 Day	No	TBA	10am, 9am	Info: Allan Wheaton 0408 899 775
BSAOCSA	Club Run	Yes	Sun 9 th	TBA	
BSA MC Vic	BSA National Rally	No	28,29,30 th	TBN	Online ⁴
December					
BSAOCSA	Club Lunch	Yes	Sun 7 th	TBA	TBA
BSAOCSA	Club Run	Yes	Sun 7 th	TBA	
January 2026					
FB-EK Car Club	All Holden Day	No	Sun 18 th	9am	Roger 0419 730 177
February					
NZBSAOC	63 rd BSA International Rally	No	13 th - 20 th	See flyer	bsarally2026@outlook.com
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. scretary@fhmcsa.org.au
2. barossavcmc@gmail.com
3. battungalions@gmail.com
4. www.trybooking.com/CYYPJ

Minutes of BSA Owners Club of SA General Meeting 3 June 2025 "Triple C" Clubrooms Clark Avenue, Glandore

OPENING AND WELCOME: Meeting Opened at 8.02 pm. **MEMBERS:** 27 **NEW MEMBERS:** Nil **VISITORS:** 1

APOLOGIES: Dave Pearson, Mark Howson, Miranda Howson, Andy Jarrett, Jim Nixon, Joe Colaruotolo

WELCOME: President Dave Long opened the meeting and welcomed all and advised the fire and emergency evacuation drill of the club rooms. Reminded Members and Visitors to sign the attendance book, **MINUTES OF THE PREVIOUS MEETING:** Minutes of the previous meeting, 6 May 2025, were forwarded to all members who provided the club with email addresses. The Secretary proposed the following motion: 'That the Minutes, as circulated to members, be accepted' Moved: Verity Robertson, Seconded: Jeff Jones. **BUSINESS ARISING FROM THE MINUTES** – Nil. **CORRESPONDENCE IN** (Includes emails): 16 May 2025 - From Sam Enders ID Athletic re Regalia,, 16 May 2025 - From Federation re Bendigo Swap Meet Tour 2025 November 14 to 16 2025, Expression of Interest Federation Motorfest 2025: 13 – 22 October 2025, 26 May 2025: From Attorney Generals Dept Consumer and Business Services re Application for Registration of Alteration to Rules – additional amendments requested, 26 May 2025: From Gypsy Cooks re Friday Night Tea at Pt Vincent Rally, 29 May 2025: From BSA Owners Club UK: 'The Star' Magazine. **CORRESPONDENCE OUT** - (Includes emails): 11 May 2025 - Bulk email to members re Mother's Day Run Breakfast, 26 May 2025: Bulk email to members re Log Book Day Saturday 31 May 2025 10.00 am-2.00 pm, 30 May 2025 - Bulk Email to Club Members – with 'The Star' attached. **ANY BUSINESS ARISING FROM THE CORRESPONDENCE IN AND OUT:** Rob Pearce, Pubic Officer, advised the meeting that the alterations to the Club's Constitution were submitted to and approved by Consumer & Business Services (CBS). The Senior Operations Officer of CBS requested additional amendments to our Constitution to bring it up to date and in line with the Associations Incorporations Act 1985 (SA). He requested the following alterations: Name of the association: the name of the association provided for in clause 1 must match the registered name exactly. Please amend to: B.S.A. OWNERS CLUB OF SOUTH AUSTRALIA INCORPORATED. Committee meetings: Please insert a clause outlining the notice required to be given for committee meetings. The proposed Constitution does not outline who has management and control of the funds and other property of the association with sufficient particularity. This is a requirement under section 23 A(1)(c)(vi) of the Associations Incorporation Act 1985 (SA). Please include a Clause outlining this requirement. You might find clause 6.1(b) of our example rules helpful. Auditor: Please nominate how the auditor is appointed. The following amendments were made to the constitution and submitted to CBS: Para 1 - Title - amended BSA. Owners' Club of South Australia to read as per the Certificate of Incorporation and the request from CBS officer: This organisation shall be called the B.S.A. OWNERS CLUB OF SOUTH AUSTRALIA INCORPORATED or the BSAOC of SA Inc. All the abbreviations of the name through the Constitution have been amended to ensure they all match 'BSAOC of SA Inc.' Para 15 re the addition of 'management and control of the funds and other property' - now reads: The affairs, management and control of funds and other property of the Association shall be directed by the Committee consisting of elected members. Such elections shall take place at the Annual General Meeting. Para 31 re nomination of the Club's Auditor - I added this to point 31 (b). The election of Officers and Committee and nomination of the Association's Auditor. Para 33 re notice given for Committee meetings. Committee Meetings are to be held at least three times a year, or more as deemed by the Committee with seven (7) days' notice to be given. The Senior Operations Officer advised that the changes were sufficient and further requested in his correspondence; 'as the changes requested by our office are requirements under the Associations Incorporation Act 1985(SA) (The Act). However, to ensure transparency to members, please ensure the CBS requested changes are communicated to members and tabled at the next general meeting of the association.' Dave Long advised that the updated Constitution will be attached to the website. **TREASURER'S REPORT:** Steve Holmes read out the Financial Report for May 2025. Currently there are 183 members. Moved: Howard Parslow Seconded: John Zippel. **ANY BUSINESS ARISING FROM THE TREASURERS REPORT:** NIL. **CLUB CAPTAIN'S REPORT:** Mal Mackay advised the meeting: May Run – Mother's Day 'Breakfast Run' – the club provided a cooked breakfast at the clubrooms. Approximately 20 people attended and then a few bikes went for a short ride finishing before lunch. Many thanks to the cooks and other helpers. General consensus is that we have more cooked breakfasts before runs. June Run – 'Club Captain's Run' – Meet at the clubrooms at 9.00 am for 9.30 am departure. The run will head for the Hills and then meander northwards, ending at Malcom's home in Woodville for lunch. The run will be BSA Only. Mike Apthorpe will be back-up trailer driver – many thanks Mike. All are welcome for lunch whether riding or not and partners and family as always are very welcome. Please contact Malcolm on 0413 081 319, for catering numbers, the address for lunch and any questions. July Run – Dave & Verity Robertson will host the July Run – more details next meeting. **EDITOR'S REPORT:** Chas Dean: Many thanks to Mark and Miranda, and Jeff Cleary for their contributions. Please - looking for articles – anything of interest to put in the magazine. **GENERAL BUSINESS:** See other Business. **FEDERATION REPORT:** Dave Long advised that there are 233 Clubs recognised by the State Government as having Historic Registration and only 174 are members of the Federation. The Federation is going to change its Constitution to give clubs, who have Historic Registration, automatic membership to the Federation. The Federation has \$95,000 in funds and offers various grants to clubs. Next Meeting will be 21 June 2025. **CCC:** Dave Robertson attended the Triple 'C' meeting. There has been issues with blockages in the toilet caused by with people putting paper hand towels down the toilet. The Marion Council has advised the Triple 'C' that any further blockages will be billed to us, the Triple 'C' Committee advised the Council that other groups use the rooms during the day. It has been noted that the library has been accessed by other groups. This is not allowed. Our code to the room has been used. This is being investigated. August Meeting will be the Triple 'C' AGM. Geoff Wood is rostered for that one. The Triple 'C' has \$13,700 in the bank. **CLUB REGISTRAR:** Mike Apthorpe advised that the Log Book Day went very well. A number of people have not renewed their Historic Registration as yet; Mike will make contact with them once as a reminder. Remember that the 30th June is the deadline and it is the owner's responsibility to renew. **LIBRARIAN:** Bryan Dunn advised that he is copying the CDs that Jim donated to the club to Thumb Drives. He has approached Ken Hurley for a copy of the International Rally photos that he took. **REGALIA:** John Zippel advised: ID Athletic have embroidered/screen-printed Pull Over and Jacket Hoodies available for approx. \$39.90 plus GST for minimum orders of 25 units. We will send out an email to see if there is any

(Cont'd On Page 8)

(Cont'd From Page 7)

June 3rd Minutes Cont'd

interest from members. **ANNUAL RALLY:** Verity said that all catering is booked and all the runs are planned. The Entry forms will be available soon. **WELFARE OFFICER:** NIL. **OTHER GENERAL BUSINESS:** It was brought up that where vehicles are registered in one name but are owned by couples that this causes considerable problems to a surviving partner in the case of deaths. Best to have joint property registered jointly. Annual Dinner – John Veale advised that he has booked the Glenelg Football club for the annual dinner to be held on 23rd August, 6.30 pm for a 7.00 pm start. A deposit of \$20.00 is required by the 9th August, payable online or to the Treasurer Steve at meetings. If paying to the bank please put your name and 'Dinner' as reference. Club Projector – Davel Long advised the meeting that the Committee had discussed the purchase of a Projector and were supportive of the purchase. Verity read out specifications for a Phillips NeoPix 230 Smart Home Projector available from JB Hi Fi - at a cost of (Club price) \$850.00 – normally \$895.00. The projector will be connected to a laptop where Thumb Drives with photos etc are connected. After some discussion it was moved that the Club purchase the projector to facilitate showing club photos at meetings, rallies and other social occasions. Moved: Ian Rounsevell, Seconded Bryan Dunn. All agreed. Jeff Jones suggested that the club look at the cost of an integrated, self-contained, larger unit that doesn't require a laptop. A positive discussion was had and it was decided that we would see how much we use the projector and then consider investing in a more sophisticated unit. Jeff Cleary advised the meeting that if anyone has any queries about how they receive their magazines i.e. via email, hard copy, posted etc to please see Steve Holmes as he is the record keeper of such matters, not Jeff. **RAFFLE:** The raffle was won by Dave Long and raised: TBA, **PARTS BOOK:** President read out the Parts Book. **MEETING CLOSED:** 9.11 pm.

Minutes of BSA Owners Club of SA General Meeting 1 July 2025 "Triple C" Clubrooms

OPENING & WELCOME: Meeting Opened at 8.07 pm. **MEMBERS:** 27 **NEW MEMBERS:** 1 **VISITORS:** Nil
APOLOGIES: Verity Robertson, Bob Pearce, Geoff Jones. **WELCOME:** President Dave Long opened the meeting and welcomed all and advised of 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, 2 June 2025, were forwarded to all members who provided the club with email addresses. The Secretary proposed the following motion: Motion: 'That the Minutes, as circulated to members, be accepted' Moved: Bryan Dunn Seconded: Ian Rounsevell
BUSINESS ARISING FROM THE MINUTES – Nil. **CORRESPONDENCE IN** (Includes emails): 3 June 2025 – Triple C Secretary – Amended Minutes of the meeting of the 2 June 2025. 16 June 2025 – From Maurie Edwards Secretary BSA MOA – re National BSA Rally to be held 28 – 30 November 2025. 17 June 2025 – From St Johns re the Zoll Powerheart G5 AED Device that may display Error Code EC 501 following scheduled self-tests – and what to do. 18 June 2025 – From Triple C Secretary advising the Marion Council will be holding a Twilight Winter Picnic 20 June 2025 in the parkland at the Glandore Community Centre. 18 June 2025 – From BSA Club Victoria - BSA Burble May 2025 Issue. 16 June 2025 - From SA Government re "Round 4 of the SA Car Club Program" - applications for grants. 27 June 2025 – From BSA Owners Club UK – The June 2025 Star magazine. 1 July 2025 – From Jayne Stinson MP Member for Badcoe re Grants Program. 1 July 2025 - From BSA Club Victoria - BSA Burble June 2025 Issue. **CORRESPONDENCE OUT** - (Includes emails) 5 June 2025 – Bulk Email out to Club Members re the June 'Club Captains' Club Run, requesting numbers for catering. 17 June 2025 – Bulk Email out to Club Members re a copy of the 'Minutes of the BSAOC of SA Inc General Meeting held on 3 June 2025' and the Non BSA Club Events list. 17 June 2025 – Bulk Email out to members re ordering Fleecy Hoodies from ID Athletic. **BUSINESS FROM CORRESPONDENCE IN AND OUT:** Bryan Dunn advised he would look into the Zoll Powerheart G5 AED Device's maintenance
TREASURER'S REPORT: Steve Holmes read out the Financial Report for June 2025. There are 183 financial members. Moved: Jim Nixon, Seconded: John Veale. **BUSINESS ARISING FROM THE TREASURERS REPORT:** Nil
CLUB CAPTAIN'S REPORT: Mal Mackay advised the meeting: June Run was cancelled due to forecast bad weather but about 20 members and family gathered at Mal's home in Woodville for lunch. Many thanks to John for cooking the BBQ. July Run – Ian Rounsevell will lead the run to the Hills on Sunday. It will be a short run (50-60 kms) including a stop for morning tea. Meet at the Feathers Hotel Greenhill Road at 9.00 am to depart by 10.00 am. Mark H to do back-up trailer. August Run – Dave and Verity Robertson. Run to St Kilda Tram Museum and then Lunch at their home in Prospect. Time of Tram Museum visit to be confirmed. All welcome for lunch whether riding or not. More details next meeting and numbers for catering purposes.
EDITORS REPORT: Chas Dean advised: Not a lot to report, but thanks to Steve Holmes for some photos and story, Mark Hood who sent an extract from the early days and Ken Hurley for information submitted.
GENERAL BUSINESS: Nil. **OTHER REPORTS:** Nil. **FEDERATION REPORT:** Dave Long: There's been a push on Log Books, some 5,000 sold. Looking to have Log Books to be an app on phones but this isn't going too well – phones are going flat. **CCC:** - Things OK. **CLUB REGISTRAR:** Mike Apthorpe advised: Two jackets to give away. Job is going well; people have paid dues and not sending the log books in. **LIBRARIAN:** Bryan Dunn advised he is slowly doing the photos. **REGALIA:** John Zippel advised 25 units of the Fleecy Hoodies are required to have an order. Only 12 members have showed interest. Will send out another email to see if anyone else is interested. **ANNUAL RALLY:** Nil. **WELFARE OFFICER:** Nil. **OTHER GENERAL BUSINESS:** New Constitution is now on the website. Annual Dinner on 23 August 2025 - \$20/head deposit is required by the 7 August. 25 people booked so far. Steve - we have 110 members as at 1 July 2025. Ian Rounsevell advised that there is an app for mobiles that advises emergency services of your location if in trouble and that there are small defibs now available for taking on rides. **RAFFLE:** The raffle was won by Miranda Howson, and raised TBA. **PARTS BOOK:** President read out the Parts Book. **MEETING CLOSED:** 8.55 pm.

Club Captain's Ride 8th June 2025

Photos by Steve Holmes



Some familiar faces safely under cover made the day a success



Mal's very nice A7SS kept everyone company. I want one for the dining room!

Well, it was annoying to see a 'send to all' email arrive cancelling Mal MacKay's scheduled ride day. The weather had been utterly rubbish, so it was correctly assumed that not many of us were brave enough to get ourselves soaked and freezing, and worse still, find our old Beesas filthy and possibly spluttering to a halt with water in the important bits. Speaking for myself here - you could say, if you were being kind, the A50's wiring is a little on the untrustworthy side...

Ride participants *et al* were to be invited around to Mal's place after the run, and he made sure that this still happened. A good turnout of about 22 members and family turned up for a friendly munching session, so the day was a long way from being a flop. Not only that, Mal has some perv-worthy machinery to brighten anyone's day! On behalf of everyone, thanks for that Mal. Very well done.

End

BSA Club Ride 6th July

Photos by Craig Silcock and the Ed

Once again, it looked as if the weather was going to be tricky for Ian Rounsevell's July run. We needn't have panicked though.



Craig Silcocks A10

Sunday actually had sunshine, I was stunned to see.

So I had to get my skates on and make sure everything was ready for both me and the piston-wrecking A50. Eventually it was, so I wheeled the Birmingham product out of the garage. Normal starting procedure - centrestand, fuel on, tickle, choke and ignition on, and gave it a kick. Nothing. Kicked again and again. The oil pressure light went out but that was it. Kicked the ring out of the bloody thing, and finally got a feeble pop out of one exhaust.



President's Rocket 3



Robert Browning's excellent '57 Super Rocket



Distant Hi-Viz Treasurer just rolled up...



Chris Magor and Dave Pearson up to no good?

I have to point out that this isn't usual. Normally it's no problem. Finally, after juggling choke and throttle, I sweatily got the thing running. A bit rough, but it smoothed out and was no problem for the rest of the day. I know what the problem was. A 'new' non-

(Continued on page 10)

(Continued from page 9)

BSA addition to the cramped editorial garage had taken precedence lately, and the Beesa, being alive and sensitive, paid me back.

We rolled up to the Feathers Pub at about 09:30, where there was already a good turnout. Dave Long turned up with some more



Mal MacKay's B33 with its shiny new tank. It looks great!

contenders. Conversation and coffee all round, soon enough it was time for the pre-ride briefing. Ian threatened us with words about lots of corners, which was fine by me. I scored tail-end, possibly due to my shiny new roadworking coat.

The leaders set off, but there was a short holdup while one member's machine refused to fire, but all was well and we set off up Greenhill Road, turned left at Hallett Road and so to the old Norton Summit Road. Which was annoyingly blocked, so a U-turn was completed and we all went up the outer Norton Summit Road, dodging the treadleys which seem to inhabit that thoroughfare.

Ian was true to his word. He lead us on still-damp roads which curled around the hills in a confusing manner. I'd be lying if I said I knew the names of most of those roads.

Then there was a temporary confusion when some of the troops did a creative diversion. It wasn't a big deal, as everyone knew we were heading for sustenance at the Balhannah Bakery. Much to their credit, the cornermen held their stations, and the run proceeded to the feast stop.

After all of us were topped up with coffee and so on, we were scheduled to wind our way back to the Feathers, essentially via Greehill Road with various deviations. Most people went their own ways from Balhannah, though. So it was a depleted group which arrived at the official end of the run.

I'd like to thank Ian for putting together this ride, which, although short in distance, was extremely entertaining. I arrived home knowing I'd been for a ride, and that's about perfect, I reckon. Thanks also go to the Howsons for dragging the backup trailer around.

End



Some of the line-up outside the Balhannah Bakery



Dave Pearson's A10, now with his very posh outfit attached

A Few Fun Facts About The Treasurer

By Steve Holmes

Way back in the early 70's, while still at school, Dad bought me an ex PMG postie Vespa scooter in much need of restoration. It was a 150 Super, and served me very well for about 2 years. I rode it to school, and then joined the PMG as a trainee technician and rode it to the PMG Training School which was in the old Simpson Building in Pirie St.

After a while I got the urge for a proper bike, so Dad and I went hunting, and ended up at a second-hand bike shop in a run-down shed-type building on

Main North Road, near Scotty's Motel – I can't remember the name of the place. I remember there were two strange bikes called Scott Squirrels (which I didn't like the look of), and a BSA B40 in pieces. This is where my BSA journey began.

We bought the B40, restored it and I rode it for about 12 months. To be honest, it wasn't my favourite bike. Fortunately a mate of mine was joining the Army and moving interstate, and was looking to sell his ex Police 1962 A10 Gold Flash. So I promptly bought it for



Gold Flash Mk 1 with its family. Nice curls mate!



Pat adding glamour to the A10



Bogged!



Some serious hill work going on here

(Continued on page 11)

(Continued from page 10)



That's pretty good going in deep sand



Our Treasurer has the numbers on the board. Great photo

about \$200 (I think). Oh wow! What a bike. I loved it.

Shortly after, in probably late 1972ish, I met Pat, the love of my life. As you can see, I'm a very loyal person and once I love something, it's for life – bikes and girls. I met Pat at the King Arthur disco at the Castle Hotel on South Road. The following weekend, I took her on a date in her car, a Morris Minor (I didn't have a car), to a motorcycle scramble at Clarendon. Do we all remember those? Don't know how she stuck with me after that but I must have shown some promise.

Later on, I can still remember the horror on Pat's parents' faces when I rocked up on my black BSA, leathers and long hair, ready to take Pat on the back for an outing somewhere. Anyway, I won them both over and we got on famously. We were engaged in 1973 and life was good. Pat's been going on the back ever since. I knew she was a diamond.

In 1974 I was posted to Alice Springs for 12 months to finish off my training, so I took the Beeza with me. Swapping out the tyres for trials universals, I went everywhere on that bike with a bunch of other PMG techs who all had Yamahas, Suzukis, Bultacos etc trail bikes. They were all amazed at how the Beeza would power along the trails and sandy river beds, rooster tail of sand and rocks flying off the back wheel. The A10 was amazing and never missed a beat.

On Jan 1st 1975 I caught the Ghan home, with the BSA tied to the side of an open rail car, back to my Pat and promptly got married in late January, having only seen each other a couple of times that year.

And the rest is history. I hope you enjoy the old photos. I sold my original A10, tears streaming down my face as some guy rode off on it to help pay for the house we were building. I bought my current A10 in 1988, and that's been a great bike too.



You've just got to love that country

End

Volunteers in Action

By Chris Magor

Hello members of the BSAOCSA,

The picture below is from the Police Historic Magazine - 'The Hue and Cry' - showing how club members help in the maintenance of the BSAs while in storage.

Photos are of John Zippel on the outfit at the SAPOL Northern Impound Facility, where we both look after all the motorcycles and vehicles, and Chris Magor at home doing a sympathetic restoration of a mid-60's Lightburn Towmotor. The Towmotor was

used at the Thebarton Barracks up until 2010-ish, then stored in a barn since then with some serious problems. As the Barracks are earmarked by the powers that be for demolition, the Lightburn was considered for dumping. I stepped in and asked the exec committee if with their help (ie money) I could bring it back to life for the new SAPOL Museum - when it's ready. This picture was taken on the day it first moved under its own power (36V) since storage. There's still a way to go, but we'll get there.

SA POLICE HISTORICAL SOCIETY INC.

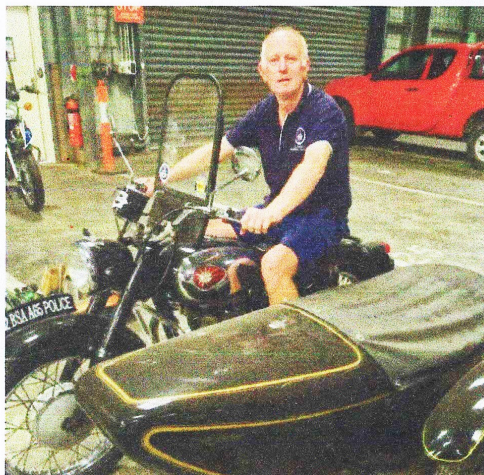
VOLUNTEERS IN ACTION



GARAGE CREW

Pictured left: Chris Magor on the partially restored Lightburn tow motor.

Pictured right: John Zippel gives the BSA outfit a run.



End

A Letter to the Members from Paul Wells

I read with interest Geoff Woods article on his Bantam purchase and tidy-up that you ran in a recent edition of the journal.

My story is a little different and I'm hoping someone reading may be able to assist me.

Some background: my little D5 Bantam outfit (Tilbrook sidecar) came from a friend's property near my brother's farm out from Griffith, NSW. Originally purchased new from Abe Pike Motorcycles, Mildura, it was used as a farm runabout and spotlighting for rabbits. Eventually it was discarded among other worn out machinery until it was given to me by my brother's mate, around 1993, when I collected it and housed it in my shed where it was photographed and stripped ready for restoration.

The bodywork and paint was done by Milton Prosser at Woodside Auto Bodies (now retired and closed). The motor was rebored and crank repaired by Martyn Adams at MDA motorcycle engineering, then at Birdwood.

I rebuilt the motor, and fitted a Bones Electronic CDI Unit which is what this article is about: the motor just will not start by kickstart. It has run twice, started by roller.

Quite some time ago I contacted Bones and sent the motor to him. During transit, it was dropped and the kickstart shaft bent, thus couldn't be cranked so he fitted it to a frame and roller, started it, then sent it back as ok. I stripped the motor and fitted a new kickstart shaft as well as replacing the seals, just in case! I thought my troubles were over... but not to be. No way would it kick start.

Last year I happened to be talking to our late member and a wonderful person, Ian Lamming when I was getting parts for my Amal carby. Ian listened and suggested I take the motor to him, which I did, along with the original flywheel and components. I had made up a stand for the motor to fit, which made kick-starting easier - well, kicking at any rate, just not starting.

After a few days Ian rang and said he couldn't start the motor with the Bones system. It would fire once, but not run. It had, and always had with the Bones system, very good spark. It had plenty of fuel and great compression, but no start.

Ian suggested he remove the Bones system and fit the original Wipac system. He wanted my permission, and I instantly agreed.

A few days later Ian called and said the motor wouldn't start with the Wipac coil ignition and wanted my permission to try something new, to which I agreed.

The following day he called to say the motor cranked, fired and was running, and took the phone out to the shed so I could hear it purring away. I was very pleased and jumped in my ute, making the trip down the freeway and through the suburbs in high spirits.

I arrived to see a beaming Ian who took me to the shed where the little motor sat on its frame.

Ian explained that he had fitted a car type coil and battery, plus some wiring, and that all was good. Unfortunately, he was quite unwell and I was due to go to hospital for a new hip so neither of us could have a go at cranking it. I didn't care, I knew Ian, and if he said it starts it was good enough for me so I loaded it up and brought it home.

Fast forward a year and I've reinstalled the motor in the bike frame. I've converted it to a 12 volt battery/points system and it runs well, but without a charging system it's limited how far it will travel before draining the battery and leaving me stranded. I have a back-up heavy duty car battery in the sidecar but I'd dearly like to use the Bones system or one similar. I've ridden it a couple of times and got home ok, but without a charging system I don't trust it.

So, my hope is that someone reading or hearing of my predicament might have an answer, or perhaps there's a wizard who would be willing to wave their wand and fix the b*#* thing. Perhaps there's a member who has fitted a Bones unit on their Bantam with success!

A couple of weeks ago I contacted Bones as a last resort, and he suggested I send the CDI unit to him for bench testing. Eventually, he emailed to say it bench tested ok, and he installed it in his D7 Bantam, which started and ran so he offered to purchase it.

After giving it a lot of thought I've decided to keep the unit, and have paid him for his time and postage. It makes sense to have it on my bike so that I can travel anywhere without running out of battery!

By the way, when Martyn Adams rebuilt the crank and rebored the cylinder, he fitted a Suzuki 185cc con rod and piston. The piston is domed, which meant I had to machine the cylinder head to allow it to fit without fouling. As you would expect, compression is high. I have at times tried fitting spacers under the head to relieve compression, without any starting success. This gave me a thought: the Bones system has ignition from 350rpm and perhaps kicking the rotten thing is too slow but again, it has compression and good spark, so it should run!

By the way, Bones has been quite helpful, and I offered to take the bike to him in Sale, Victoria, (it's only around 900km), however he declined as he's selling up and has too many projects on the go. Common sense says the fault must be in my motor, but it starts with a battery/coil ignition. I've rebuilt the thing numerous times in case it had a faulty seal, as 2-strokes don't like losing compression, but I've pretty well given up on that route. Although I'm long retired, my 60 odd years as a motor mechanic theoretically should allow me to build up a tiny, 1950's technology 2-stroke! But then again...!

If there IS someone who is interested in the challenge, I'll pull the motor out of the bike and put it on the little stand as it's much easier to work on, especially swapping ignition systems around with a sidecar in the way. Besides, I don't want the bike to leave home, if it's going to get scratched or damaged I want to do it. Friendships last longer that way.

I have the Bones fitting instruction manual, it's very easy to fit the unit, just not starting!

All the best,

Paul Wells. Member 133.





This interesting machine is reputed to be an experimental BSA from Umberslade Hall. It is said that this bike has survived in its original form, as shown here. All of this could be true - one hopes so, if only to prove Umberslade wasn't a complete turkey. Just because the editorial team hasn't heard of this machine proves nothing. I hope...

Barossa Valley Classic Motorcycle Club 39th Annual Rally Sunday, 19th of October 2025



The BVCMMC invites all motorcycle enthusiasts to our Annual Rally, to be held in the beautiful Barossa Valley, Angaston Recreation Park, October this year.

The RUN:

The Run will be through the picturesque wine country of the Barossa Valley with a stop for morning tea. It will be approximately 100 kms and will suit veteran and classic motorcycles. Support vehicles will be in attendance.

LUNCH

Lunch will be available at the end of your ride.

TROPHIES & AWARDS:

Categories --- At least eight categories will be available (provided on Entry information)

RAFFLE PRIZES

Got to be in it to win it!

Entry Forms

Available in JULY and will be forwarded to clubs & individuals, or available upon request from

barossavcmcc@gmail.com

or

Pete Rosser 0439684660

Place it in your calendar



BSA Owners Club of South Australia Inc.



Annual Rally – 2025

Pt Vincent

25th & 26th October 2025

Closing Date: 14th September 2025**No.:****ENTRY FORM** - Entries are open to all British motorcycles**Entrant Details.**

Name:

Address:

Post Code:

Phone No: Email:

Are you a BSAOC of SA Inc. Member? Yes / No

Machine Details.

Make: Model: Year:

Capacity: Sidecar / Solo Reg. No.:

Meals etc.: Late Entries CANNOT be guaranteed meals as catering is pre-booked

Friday Night Tea	Adult	(....)	@	\$20.00	ea	=	\$
Saturday Morning Tea	Adult	(....)	@	\$10.00	ea	=	\$
Saturday Lunch	Adult	(....)	@	\$20.00	ea	=	\$
Saturday Dinner	Adult	(....)	@	\$40.00	ea	=	\$
Sunday Morning Tea	Adult	(....)	@	\$12.50	ea	=	\$
Sunday Lunch	Adult	(....)	@	\$20.00	ea	=	\$
Rally Entry Fee: (incl. Rally Pack & 1 Rally Badge)							\$	35.00
Additional Rally Badges	(....)	@	\$10.00	ea	=	\$	
Raffle Tickets - sold as 3 for \$5.00	(....)	@	\$ 5.00	ea	=	\$	
Saturday - 'Happy Hour'	(....)							

* No Refunds - As all meals are pre-paid, refunds are not available**Total \$****Register Online:**■ **Online Lodgement & Payment -****Go to:** www.bsasa.org.au - 'Click' on Rally Tab to Register and Pay online■ **Rally Organiser:** Verity Robertson Mob.: 0418 639 429 email: bsaocsa.sec@gmail.com**Indemnity**

MUST BE SIGNED: All entrants, Owners, Riders, Passengers etc. enter & participate in this event at their own risk. The organisers of this event accept no liability or responsibility for any loss or damage suffered by any entrant, owner, rider or passenger by any means, act, or omission, or through any circumstances. The entrant hereby agrees to indemnify, and save harmless to the organisers of this event from all actions, suits, claims, proceedings or demands for damages or loss howsoever arising out of the entrant's participation in this event.

Signed:

Dated:



The New Zealand BSA
Motorcycle Owners Club
invites BSA riders to the

63RD INTERNATIONAL
BSA
RALLY
NEW ZEALAND 2026

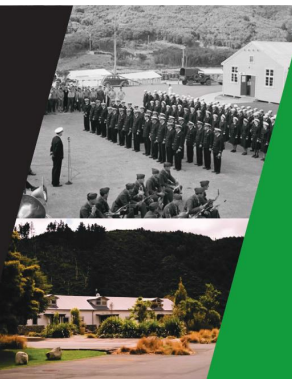
**13 February to
20 February 2026**



**Venue: Silverstream Retreat,
Hutt Valley North of Wellington City**

Silverstream Retreat began as a US Navy
hospital in 1942.

Surrounded by native bush with views of the
Hutt Valley, it has been completely modernised.



Email **bsarally2026@outlook.com**

OK₂F

“Keeping the Past in the Future”

Motorcycle Magneto Overhaul & Repairs.
Refurbished Magnetos & Dynamos for sale or
exchange. Electronic regulators available.

Bus Hours Strictly: Monday to Friday 10.00am to 3.00pm
No weekends

Ph: 0458 770 531

David Robertson

(Member of BSAOC of SA for over 30 years)



This Part 1 of 2 is from “Reminiscences of Motorcycling” by Ixiom, obviously a pseudonym.

The book was published over 100 years ago. The author’s real name is Canon Basil H Davies BA. I think you’ll agree that the reverend gentleman has a well-developed sense of humour.

This excellence was sent in by Mark Hood, our Controller of Raffle Sales and Finances. *(Apologies for the pic. I hope it’s readable. Ed)*

CHAPTER III

STARTING

INCREDIBLE as it may seem, many people who bought motor cycles in early times did not succeed in starting the engine for several days.

Several bugaboos ministered to this difficulty. There was no kick-starter, pedal gear of the push bike type being provided for rotating the engine—this was nominally the sole function of the gear; but one soon learnt that its main utility was on hills. An unpractised novice could hardly hope to pedal a clutchless machine of tolerable weight along the road for any great distance, and no cold engine of the 1900–1905 vintage would start in a few yards. Why did we not run and jump? Well, we did later. But if you had never seen anybody employ this mount, the notion was rather terrifying. Besides, the engine probably wouldn’t start until you had run yourself to a standstill; and if it did start and you jumped straight the engine would instantly stop.

Items of Interest

Here are some of the factors. Item: the lubricating oil of those days was of a gluey consistency, which induced a gumminess akin to welding. Item: the cylinder head was an amorphous casting, which distorted like a wax candle under a tropic sun. Item: the ignition was something of a lottery at the best of times. Item: the carburettor consisted of an inch of petrol swilling about in a sort of biscuit tin and never gassed really furiously at low speeds.

So the first essential was to pedal the machine off on a stand until it felt hot and free and willing. *No stand was provided.* Indeed, for some years no stand could

18

STARTING

be bought. You had to get the local blacksmith to make one. I well remember half killing myself in the endeavour to get a new machine started by pedalling or running it along. Eventually, a brain-wave would come along. As it was the custom to mount push bikes by hopping along with one foot on a step screwed to the back wheel spindle, motor bicycles were automatically provided with such steps. As a customer might be either a right or left footed hopper, there was a step on each side. (They were needed too—one firm which I patronized in the early days listed machines with 22, 24, 26 and 28 in. frames; the saddle of the latter sized frame must have been over a yard off the ground.) These steps were a godsend, as the machine could be supported by resting the steps across a pair of sugar boxes or other improvised supports.

This done, I injected about half a pint of paraffin into the compression tap, drew a long breath, and pedalled furiously. My tailor tells me my legs measure 37 inches from the fork to the datum line, and the standard frame of those days was perhaps 26 inches. So the surplus 11 inches of leg was disposed of above the saddle, with which my person made no contact during these operations. One literally stood on the pedals, and if a boot slipped off a pedal during these Herculean digs—as it was bound to do—with what a sickening thud one descended on to the tank. I might further mention that this tank-top was armed with four wooden levers, projecting some five inches apiece, and operating the ignition throttle, air and compression tap. So one ceased fire on becoming impaled.

Like a Maiden’s Sigh

At long last the engine would fire. There would be no hearty roar such as salutes the glad ears of the modern rider a few seconds after he has tickled the float chamber. The initial explosion would be a singleton, as the card-players say, and it would sound like a maiden’s sigh. Still, it converted your growing despair into ardent hope. You increased the revs. of your anklings. In perhaps half a minute you would wring a genuinely audible puff from the engine. Faster and faster flew your legs, and

19

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

Other Book &
BSA No

Part 12 of the Library Book List Compiled By Alison Jones

P75	BSA REPLACEMENT PARTS B25 STARFIRE 1969
P76	CATO & PARTS LIST THE DUSTING SIDECAR
P77	SPARE PARTS LIST BSA MODEL WD/M 20 500cc SV
P78	NORTON MAINTENEANCE AND REPAIR SERIES
P79	HELPHUL HINTS BSA MOTORCYCLES FIFTH EDITION
P80	BSA WORKSHOP MANUAL 650 FIREBIRD, THUNDERBOLT, LIGHTNING
P81	BSA WORKSHOP MANUAL D10 BANTAM SERIES 3 & 4 SPEED
P82	BSA WORKSHOP MANUAL UNTI SINGLES 1958 -729
P83X4	BSA WORKSHOP MANUAL UNIT TWINS 500 & 650
P84x2	BSA SERVICE SHEETS C10 & C11 250cc
P85	BSA WORKSHOP MANUAL B44 & B25/C25
P86	BSA UNIT SINGLE ENGINE MANUAL C15 B40 B25 B44 B50
P87	BSA TWIN RESTORATION BY ROY BACON
P88	BSA WORKSHOP MANUAL BANTAM 1948-71
P90	BSA SERVICE SHEETS 125,150,175 2 STROKE
P91x3	BSA SERVICE SHEET 500 & 650 OHV TWIN
P92	BSA PARTS CATATALOGUE 1949-58 M20 500cc & M21 600cc
P93	BSA WORKSHOP MANUAL 500cc OHV & 650cc OHV
P94	BSA REPLACEMENT PARTS 1962-65 B40 & SPORTS STAR
P95x2	BSA PARTS CATATALOGUE 1949-53 B31/32 350cc & B33/34 500cc SINGLE
P96	BSA SPARE PARTS 1946
P97	THE BOOK OF THE BSA
P98	C & D AUTOS POST WAR BSA SPARES
P99	SPARE AMAL PARTS RACING CARBY'S
P100	SRM ENGINEERING. BSA SPARES, CONVERSIONS & RESTORATIONS

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

A65 '67-'70 rear brake drum. New shoes, polished brake plate, new bearing \$400

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 20:00Hrs AEST

For Sale Cont'd on Page 19



MDA Motorcycle Engineering

121 Burnbank Way, Mt Barker SA 5251

Mobile: 0421874 513 martyn.adams@bigpond.com

Www.mdamotorcycleengineering.com.au

Martyn Adams



ALL PRECISION MOTORCYCLE ENGINEERING and SMALL ENGINE REPAIRS

- Vintage engine rebuilds/restorations
- Cylinder head repairs
- Valve seat conversions
- Cylinder rebore/hone/re-sleeving
- Crankshaft grinding/pressing/balancing
- Metric/Imperial thread repairs, (including exhaust ports)
- Girder Fork refurbishment
- Alloy welding and machining
- 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



This bike goes great. Engine was reconditioned by previous owner. I've owned it since 2021 but hardly rode it. Speedo and Tacho need work.
 Regretful sale. Not forced to sell by any other reason but lack of funds.
 Some work done but I ran out of money to complete changes such as original style front brake cover.
 Club rego - not transferrable. Registered by previous owner as a 1959 model but research shows it is actually a 1961.
 Regretful sale, asking \$11,000 o.n.o.



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

Wanted

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

C11 Parts Including Exhaust System Ph Steve Clancy 0411 478 137

**BSA M20 rear mudguard for rigid frame, M20 rear wheel, front brake for M20 girder.
 M21 crankshaft parts XM21 onwards. Ph Phil Tilbrook 0438 935 958**

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



"NO ONE KNOWS YOUR
PASSION LIKE SHANNONS."



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer ■ Agreed value ■ Multi-Vehicle & Multi-Policy discounts
- Special low usage rates ■ Riding gear cover ■ Cover for modifications
- Flexible coverage for bikes that are laid up, being restored, or at club events
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools ■ Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special bike, special car, daily drive, or your home, and speak with a genuine enthusiast.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 19 006 002 008 is an authorised representative of Allstate Limited ABN 48 000 207 907, the product owner. Some benefits only apply to comprehensive vehicle cover. Shannons has not been successful in your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Dear Members ,
I hope this message finds you fit and well. I am just sending a gentle reminder that membership renewal is due by the 30th of June. Fees are still only \$35 . If you have your magazine posted out to you, and you live within the 50km metro area, don't forget to include your \$15 postage charge, making a total of \$50. Could you please pay your membership, preferably online via the BSAOCSA Website or via EFT payment to our bank account. For EFT payments, use your name or member number as a reference ie. Jones Memb or Memb 123. That's all I need, as the number of characters is very limited. Account Details: Name: BSA Owners Club of SA Inc BSB: 105-079 Account No: 045 144 940.

If paying by EFT can you let me know by email if any of your address or contact details have changed. If you have Historic Registration with the BSA Club, your bike will not be registered after June 30th so do not ride it. We appreciate the support of all our members and hope you will enjoy many more years of riding with the BSA Owners Club of SA.

*** If you have renewed your membership for 25/26, please ignore this message. *** Finally, if you do not intend to renew your membership, could you also please let me know.

Kind Regards,

Steve Holmes, Treasurer

Mob: 0402 678 654

Email: bsaocsa.treasurer@gmail.com



MISTER MINIT®

'Real people fixing problems'

Since 1957

**MISTER MINIT
HALLETT COVE
(Andrew Long)**

Franchisee

M 0412 719 272

E minithalletecove@gmail.com

T 08 7228 6441

A Kiosk K03

Hallett Cove Shopping Ctr

246 Lonsdale Road

Hallett Cove SA 5158

BOOT REPAIRS
LEATHER REPAIRS
VELCRO REPLACED
KEY CUTTING
CAR KEYS
CAR REMOTES
ENGRAVING
WATCH SERVICE
KNIFE SHARPENING
SPECIALISED GIFTS

BSA Owners' Club of SA

**Members are cordially invited to the 2025
Annual Dinner to be held on the 23rd
August at the Glenelg Football Club**



**Come and join in the fun
For an evening of good food,
good company and good times**



Where the fun begins

Where:

Glenelg Football Club, Brighton Road, Glenelg East

When:

6.30 for 7.00pm 23 August 2025

How:

Reserve your booking by depositing \$20 per person in to the clubs' bank account. (Don't forget to put your name on the transfer)

Bank Details:



**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!"**