



# Beesa Journal



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

*Issue No: 203 June - July 2026*

## BSA A7 SHOOTING STAR

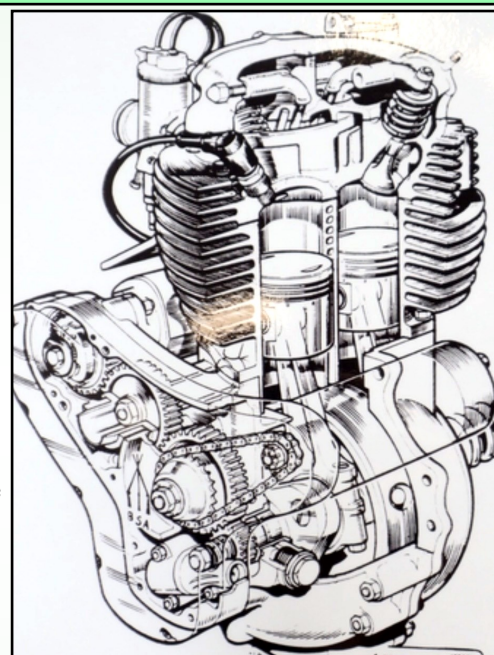
It's long overdue that a brief story and photos of one of BSA's best products appeared in our Journal. The swinging arm A7SS is, by all accounts, one of the smoothest and sweetest machines of its capacity to roll off the line at Armoury Road.



Appearing on the sales brochure in 1954, it is the updated sports version of BSA's 500 Star Twin.

It is known for being a smooth-running motor, even when cruising along at 100-110 km/hh.

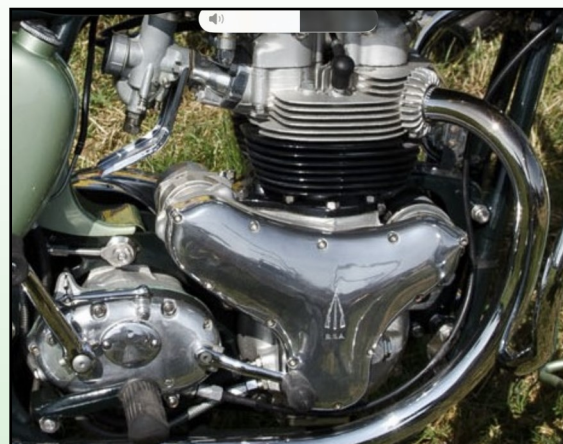
The bike was designed to better fill the needs of the sporting clubman-type and fast touring rider than the steadier operator of the previous standard,



iron head A7 Star Twin. Which was in itself is well-regarded.

Probably the most important upgrade for the 1954 model was the introduction of the duplex cradle swinging arm frame, the main design of which served BSA well from then on until the early sixties, as it was common to both 650 and 500 twins, and with modification also housed a legion of B1, B33 and Gold Star 350 and 500 engines, and of course their separate gearboxes.

Speaking of which, the introduction of that frame, which was thought to be second only to the Norton Featherbed, saw the end of the Star Twin's semi-unit, bolted-together engine and gearbox design. Some would say that was a retrograde step, as less than a decade later just about everyone was scrambling to offer the public unit construction power plants.



The A7SS features an aluminium cylinder head vs the old cast iron, which no doubt aids cooling significantly. The engine had undergone several modifications, which included an increased bore of 66mm combined with a decreased stroke of 72.6mm.

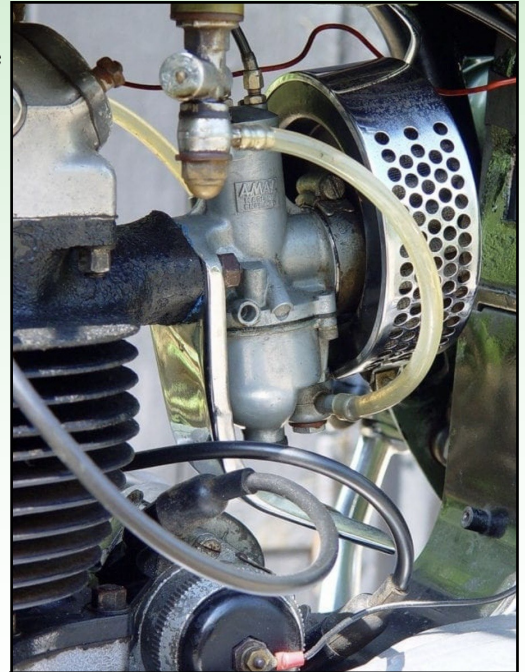
*(Continued on page 2)*

(Continued from page 1)

(this bore and stroke combo was later to infuriate owners of the unit A50s. A7SS pistons and rings are relatively easy to get, and but for a few mm here and there would fit the A50s, for which the supply of said items is terrible. At least the A7 1st and 2nd over rings correspond to the A50's std and 1st over!).



The compression ratio was given a boost from 6.6:1 to 7:1, and a hotter cam was added to the mix which knocked bottom-end power around a bit, but no-one cared as the bike taken as a whole was so good (from memory, Paul Henshaw, of Performance Classics in Wales, did some work on an A7SS and after test riding it mentioned the bottom end thing, but it was only in passing). The unit A50s are afflicted with the same problem, with a definite step up in grunt after about 3,000rpm. Same cam design? Probably, but I'm unsure as to who would know unless the specs were compared. It's only academic, anyway.



Thanks to Real Classic Magazine for the use of these two pics. The top one shows the sensible upgrade of an Amal Concentric carb with pancake airfilter.



Thus maximum power was said to be around 30bhp at 5,800 rpm, which was better than the A50 which followed it by about 1.5 bhp. So they say... Until the A50 was given an injection of compression to 9:1, which then surpassed the A7 by a measly 3bhp. Even so, there was very little in it for top speed, which merely showed the later A50 was few irrelevant mph faster.

From the information provided by parts manuals, 1954/55 models were blessed with single-sided front and rear brakes with QD rear wheels. From '56 on, the bikes were fitted with full width hubs front and rear until the end of production in 1961.

A7SS models were on sale right up to 1962, still dressed in the famous polychromatic green paint, when they were superseded by the considerably worse-looking, and performing, unit A50. Many people to this day think that BSA blundered by ending the pre-unit bikes. And I think that initially they are correct on the face of it.

However, it should be remembered that economics and the dictates of fashion were the movers behind the change to unit construction engines. The pre-unit bikes were relatively expensive to make, Lucas was ending production of magnetos which pushed for alternator power, and everyone (almost...) was squeaking on about unit construction.

So it had to be. All good things come to an end, and the much-loved pre-unit twins were no more. It was to be some years before the A50 and A65 got their act together from their under-developed beginnings and became viable substitutes (in my opinion). But the earlier bikes have their own magic, as evidenced by the number in our club.

There are at least two absolutely pristine A7SSs that I know of in the BSAOCSA, and they do their owners proud. A great bike from the heyday of BSA, when things weren't built down to a cost so much.

*(Any errors in this brief history are mine, so you can shoot the messenger. Ed)*

(End)

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# ***Rick Corbett***

## ***Engine Reconditioners***

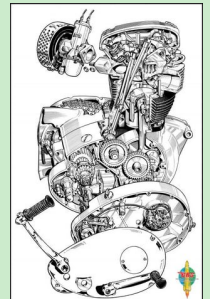
Rick Corbett Engine Reconditioners have been working with SouthAustralian car and bike lovers for almost 40 years.

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**

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

## President's Report



Hi everyone,

Here we are, middle of the year already, and the rain has finally arrived to green things up again. Autumn is a good time of the year, and the cooler weather makes for better riding. The colour of the hills as the trees lose their leaves ready for the winter months to come all adds to our riding adventures.

The bikes seem to like the cooler weather as well. I suppose it's all part of their heritage from the north of mother England.

I have had a win in the shed, finally sorting out my Shooting Star. It has been a stubborn starter ever since day one, and has refused to play ball after a myriad of changes and suggestions as to what is wrong. This time, once again, it showed defiance and after all testing refused to start.

An old magneto I had on the shelf was a last resort. Would you believe it fired up first kick and purred like a kitten as if mocking all my previous efforts. Dave Robbo had been helping me with my struggles, and on closer inspection it looks like the spark from the original magneto was failing under compression. Anyway, a rewind and change of cam ring got the problem solved. Motorbikes! It never ends.

The April club run was organised by Vaughn Edwards, and saw us travel through the best parts of the hills finishing up at the Green Man Inn in Ashbourne for lunch. The ride was well-attended, and thankfully saw none of the forecast rain. Thanks to Vaughn for a great day, and thanks also for our back up trailer.

Our last run, the President's ride, was also well-attended. A pleasant Sunday morning saw us meet at the Feathers for a run up through the hills and across to Birdwood for a pit stop and coffee break. From there we rode back down into the city via the Chain of Ponds Road to my house in Woodville for a BBQ lunch and get together.

A special guest (a neighbour from up the street, Mavis Smith) was in attendance. Mavis had worked for BSA back in the early fifties, and was welcomed by all as she told us of those days at BSA, and she and her husband's adventures on their Gold Flash speeding and adventuring back in those golden years of motorcycling.

However, the run was overshadowed by the unfortunate coming off of one of our riders. Ian Rounsevell had sustained injuries to his arm and leg, but bravely made his way back to my place via the back up car driven by Mike Apthorpe, who had his wife Chris with him.

Ian was transported to hospital after calling an ambulance, so they could treat his arm and leg and anything else he needed done. Thankfully, they then sent him home.

We wish Ian a speedy recovery from this, and admire him for his courage in the circumstances.

It is awful to see these things occur, and upsetting for all involved, but sometimes it does happen. We can only take the best of care, and try to prepare for the unexpected as best as is possible.

A special credit to the members at the scene for seeing to Ian's welfare, and directing traffic until all was safe to continue.

Many thanks to all who helped both there, and back at my house with the cooking and everything else, including offering the young paramedics a snag or two on their way out with Ian.

Take the best of care.

Regards,

Mal Mackay

President BSAOC of SA

## Editor's Effort

Hullo Members,

Well, our President has been gracious with his report, so the editor's drivel can go back to where it came from.

As usual, I'd like to thank our contributors, two being Craig Silcock and Dave Robertson with the club ride reports. Geoff Wood sent in one of his typically high-quality stories for us, and Howard Parslow dug deep and exploded on the scene with his report on the 63rd International Rally, exposing a literary ability well worthy of himself. So there's no excuse for not dumping the odd club ride report into the editorial lap. Is there, mate? Also there's an ad from Ken Hurley's collection, and another couple of pages from the ancient publication 'Reminiscences of Motorcycling' sent in by Mark Hood. People were different in those days...

The 'For Sale' and 'Wanted' section is busier than usual, and even got some entries in the parts book at our last meeting. Will wonders never cease?

The editorial A50 has been lurking in its garage after having had new tyres fitted. Thus far, it's been quite some time without the rear wheel back on while I sort out the compressed speedo drive housing, which has a habit of making axle removal sticky. And thus annoying. Various friends have applied sophisticated fixes to this problem, but they are beyond the scope of what is probably the worst-equipped workshop since Ben Hur broke a spear. So really it's simple enough to bodge up a get-me-by fix. Eventually.

On an upbeat note, that oil leak causing perpetual drool from the rocker box area MIGHT have been cured. A very careful look at the mating surfaces revealed rough machining on the rockerbox gasket surface. I see what they mean about the factory using burnt-out machinery. Anyway, I think that's it, since a ride was achieved sans goo for once. Pity about the oil-stained fins, but I'll not look.

So now it's time to get onto the rest of our mag. Safe riding as we ooze into winter. Cheers for now. *Ed.*

## BSAOC of SA Committee Members/Club Officers

Position	Name	Contact Details	E-mail
President	Mal MacKay	0413 081 319	bsaocsa.president@gmail.com
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
Public Officer	Robert Pearce	0444 558 531	rjpearce888@gmail.com
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Committee Member	Craig Silcock	0431 130 334	craig.silcock@hotmail.com
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	<b><i>BSA Burble</i></b>	Motorcycle Riders Association of SA	<b><i>Centrestand</i></b>
BSA Owners Club. (UK).	<b><i>The Star</i></b>	Norton Motorcycle Club of SA	<b><i>Energette Gazette.</i></b>
BSAOC of Northern California.	<b><i>The Bulletin</i></b>	New Zealand BSA Owners Club	<b><i>N.Z. Southern Star</i></b>
Canterbury BSA MC Owners Club Inc. New Zealand	<b><i>The Winged Wheel</i></b>	Veteran and Vintage Motorcycle Club of South Australia	<b><i>Smoke Signal</i></b>
<i>Classic Owners Motorcycle Club</i>	<b><i>The Classic Courier</i></b>	Historic Motor Vehicles Club	<b><i>Steering Column</i></b>
BSAOC of Southern California	<b><i>Piled Arms</i></b>	VMCC of Vic	<b><i>Exhaust Notes</i></b>
BSAOC of QLD	<b><i>The Rocket</i></b>	VCC of QLD	<b><i>The Vintage Car</i></b>
Matchless and AJS Enthusiasts Group of Australia, Vic.	<b><i>Bore and Stroke</i></b>	Mildura Vintage Vehicles Club Inc	<b><i>The Bulbhorn</i></b>

## CALENDAR OF EVENTS

Venue	Description	Club	Date	Time	Comments
<b>June</b>					
BSAOCSA	Club Meeting	Yes	Tues 2 <sup>nd</sup>	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride <b>BSA Only</b>	Yes	Sun 7 <sup>th</sup>	9.30am	Dave Long 0413 899 189
<b>July</b>					
MCSA	R2 SA Road Race Champs	No	Sat 4 <sup>th</sup>	See MCSA	The Bend Motorsport Park
BSAOCSA	Club Meeting	Yes	Tues 7 <sup>th</sup>	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride <b>BSA Only</b>	Yes	Sun 12 <sup>th</sup>	9.30am	Howard Parslow 0418 960 561
<b>August</b>					
BSAOCSA	Club Meeting	Yes	Tues 4 <sup>th</sup>	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride (All British)	Yes	Sun 9 <sup>th</sup>	9.30am	Ladies' Ride. Miranda Howson <sup>1</sup>
Lions Club	Willunga Swap Meet	No	Sun 9 <sup>th</sup>	7.30am	\$5 entry on the day. Catered.
Sedan Mens Shd	Sedan Swap Meet	No	Sun 14 <sup>th</sup>	7.00am	Sedan Rec. Park. Gold coin entry
<b>September</b>					
BSAOCSA	Club Meeting	Yes	Tues <sup>1st</sup>	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride	Yes	Sun 6 <sup>th</sup>	TBA	TBA
Victor Harbor	Victor RocknRoll Festival	No	18 <sup>th</sup> -20 <sup>th</sup>	TBA	SEE ROCK'N'ROLL WEBSITE
Gawler VV&C	Gawler Swap Meet	No	Sun 20 <sup>th</sup>	7.00am	Gawler Showgrounds, Nixon Tee
Morgan C&C	Morgan Swap Meet	No	26 <sup>th</sup> -27 <sup>th</sup>	7.00am?	Morgan Sports Complex Oval
<b>October</b>					
Kadina Show &S	KS&S Org. Committee	No	Sun 4 <sup>th</sup>	TBA	Thomas Johansson 0402 835 152
BSAOCSA	Club Meeting	Yes	Tues 6 <sup>th</sup>	8.00pm	CCC Clubrooms
BSAOCSA	Club Ride	Yes	Sun 11 <sup>th</sup>	TBA	TBA
Strathalbyn	Strath Auto Swap Meet	No	Sun 11 <sup>th</sup>	6.30am	Strathalbyn Oval Complex
Barossa Classic	40 <sup>th</sup> One Day Rally	No	Sun 11 <sup>th</sup>	TBA	Aleks Sujagic <sup>2</sup>
V&V MC	70 <sup>th</sup> Anniversary Rally	No	12 <sup>th</sup> - 16 <sup>th</sup>	See Web	<a href="mailto:70thvvmccsaanniversary@gmail.com">70thvvmccsaanniversary@gmail.com</a>
BSA National	2026 National Rally	No	27 <sup>th</sup> - 30 <sup>th</sup>	See Web	<a href="http://bsanational.org.au">bsanational.org.au</a>
<b>November</b>					
BSAOCSA	State Rally	Yes	7 <sup>th</sup> - 8 <sup>th</sup>	Robe	Robe Discovery Pk. Ph 08-8768 2237 <sup>3</sup>
AHMRC	Power of the Past and Swap	No	14 <sup>th</sup> -15 <sup>th</sup>	7.00am	Buyers \$5. <a href="mailto:pop@ahmrc.org">pop@ahmrc.org</a>

**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. Ride for Ladies and Men, but Ladies' choice of destination
2. Sec Barossa Valley Classic Motorcycle Club 0437 520 003
3. Ian Rounsevell 04120708 410 [ianrousevell@gmail.com](mailto:ianrousevell@gmail.com) (also see bottom of page 13)

**Minutes of BSA Owners Club of SA General Meeting 7<sup>th</sup> April 2026 “Triple C” Clubrooms Clark Avenue, Glandore**

**OPENING AND WELCOME:** Meeting Opened at 8.05 pm. **MEMBERS:** 32. **NEW MEMBERS:** Nil. **VISITORS:** 2– Graeme and Liam Bullock. **APOLOGIES:** Miranda Howson, Dave Robertson, Jeff Jones, Dave Long. **WELCOME:** President Malcolm Mackay opened the meeting and welcomed all and advised the fire and emergency evacuation drill of the clubrooms. Reminded Members and Visitors to sign the attendance book. **MINUTES OF THE PREVIOUS MEETING:** Minutes of the previous meeting, 3<sup>rd</sup> March 2026, were forwarded to all members who provided the club with email addresses. Additional apologies, which were omitted in the original circulated Minutes have been added, those being Chris Magor and Andy Jarrett. The Secretary proposed the following motion: ‘That the Minutes of the March 2026 General Meeting, as circulated to members, with the addition of the 2 apologies listed above, be accepted.’ Moved: Bryan Dunn. Seconded: Chris Magor. Carried. **BUSINESS ARISING FROM THE MINUTES:** Nil. **CORRESPONDENCE IN** (Includes emails): 6 Feb 2026 - From Sporting Car Club re Old Crocks Run Sun 3<sup>rd</sup> May 2026 - See Non BSA Club Events. 10 Feb 2026 - From McLaren Flat Old Machinery and Vehicles – Event was held on 29 March 2026. 17 Feb 2026 - From Editor V&V MC – re Historic Motor Vehicle Gathering: Sunday 15<sup>th</sup> March 2026. 22 Feb 2026 - From John Moss of VVMCCNYP re Cousin Jack Rally to be held 2 & 3 May 2026. 1 Mar 2026 - From Federation re February Minutes. 10 Mar 2026 - From: Victor Harbor Rock 'N' Roll Festival re 2026 Program – 18- 20 Sept 2026. 20 Mar 2026 - From Department of Infrastructure and Transport re acknowledging receipt Notification of Unfinancial Member. 23 Mar 2026 - From Rob Jones UK BSA Owners Club re ‘The Star’ back issues. 31 Mar 2026 - From NAB – Statement, 31 Mar 2026 - From BSA MC Owners Ass Inc Vic. Re 48<sup>th</sup> All British Rally. **CORRESPONDENCE OUT** (Includes emails): 17 Mar 2026 – To Department of Infrastructure and Transport re Notification of Unfinancial Member. **ANY BUSINESS ARISING FROM THE CORRESPONDENCE IN AND OUT:** Nil. **TREASURER’S REPORT:** Steve Holmes read out the Treasurer’s Financial Report for February 2026. Currently there are 172 financial members. Moved: Jeff Cleary. Seconded: John Zippel. Carried. Steve Holmes read out the Treasurer’s Financial Report for March 2026. Currently there are 172 financial members. Moved: Ian Rounsevell. Seconded: Howard Parslow. Carried. **ANY BUSINESS ARISING FROM THE TREASURER’S REPORT:** NIL. **CLUB CAPTAIN’S REPORT:** Mark Howson advised the meeting: April Club Run – Will be led by Vaughan Edwards. Meet at the Club carpark at 9.00am for a 9.30am start. The run will take in the back roads through Cherry Gardens, Echunga, Macclesfield, Meadows, Blewitt Springs to McLaren Vale for lunch. Backup trailer will be Craig Silcock. Mid-Week Ride – The midweek ride was attended by about 5-6 bikes. **EDITOR’S REPORT:** Chas advised the meeting: Many thanks to: Ian Rawley for his contribution and Ken Hurley for his content. Please keep sending in contributions, they’re great to get. **GENERAL BUSINESS:** Nil. **OTHER REPORTS: FEDERATION REPORT:** Nil. **CCC:** Nil - next meeting 13 April. **CLUB REGISTRAR:** Mike advised ‘Remember Logbook Day is 30 May.’ **LIBRARIAN/FACEBOOK:** Nil. **REGALIA:** John Zippel advised we have more stickers in stock – many thanks to Mark. **ANNUAL RALLY:** All is happening ok and please remember to bring in donations for the Rally Raffle. **WELFARE OFFICER -** Howard advised that he and Mike had visited Fred Lang. Fred is doing ok. **OTHER GENERAL BUSINESS:** Howard Parslow advised the meeting: that Moto Adelaide (Honda agent) will be the agent in Adelaide for the new BSAs. He would like the club to be involved. He said that he will do a report for the club magazine on his New Zealand trip. He rode a new BSA Gold Star from Auckland to Wellington for the International BSA rally. He was very impressed with the bike. Historic Vehicles Display Day on the 15 March: Mal Mackay told the meeting that there had been a good turnout from the club (16-18 bikes) and we will include the event in next year’s Club Calendar. **RAFFLE:** Raffle was won by Robert Dick and raised TBA. **PARTS BOOK:** No entries. MEETING CLOSED: 8.35 pm. (End)

**Minutes of BSA Owners Club of SA General Meeting 5<sup>th</sup> May 2026 Triple C Clubrooms, Glandore**

**OPENING AND WELCOME:** Meeting Opened at 8.00 pm. **MEMBERS:** 28. **NEW MEMBERS:** 1. **VISITORS:** Colin Chapman. **APOLOGIES:** Barry Ellis, Ray Barker, Mark and Miranda Howson, Mark Hood, Jeff Jones, Bryan Dunn, Bruce Colwell. **WELCOME:** President Malcolm Mackay opened the meeting and welcomed all and: Advised of the club rooms’ fire and emergency evacuation drill, and reminded members and visitors to sign the attendance book. **MINUTES OF THE PREVIOUS MEETING:** Minutes of the previous meeting, 7 April 2026, were forwarded to all members who provided the club with email addresses. The Secretary proposed the following motion: That the Minutes of the April 2026 General Meeting, as circulated to members, be accepted. Moved: Ian Rounsevell, Seconded: Dave Pearson. Carried. **BUSINESS ARISING FROM THE MINUTES:** Nil. **CORRESPONDENCE IN** (Includes emails): 8 April 2026 – From Naracoorte Historic Vehicle Club - Naracoorte Swap Meet 2-3 May 2026, 12 April 2026 – From Barossa Valley Classic Motorcycle Club re 40<sup>th</sup> Year Annual One Day Rally. 11 October 2026 – Angaston Oval Complex, 18 April 2026 – From Sec Triple CCC re Minutes of General Meeting held on 13<sup>th</sup> April 2026, 25 April 2026 – From John Veale re Annual Dinner Venue – Glenelg Football Club 15 August 2026, 30 April 2026 – From NAB re statement, 30 April 2026 – From BSA Owners Club Victoria - BSA Burble, 4 May 2026 – From Wellington BSA Club – The Southern Star, 4 May 2026 – From Kadina Show and Shine and Swap Meet Organising Committee – 4 October 2026. **CORRESPONDENCE OUT** (Includes emails): Nil. **ANY BUSINESS ARISING FROM THE CORRESPONDENCE IN AND OUT:** Nil. **TREASURER’S REPORT:** Steve Holmes read out the Treasurer’s Financial Report for April 2026. Currently there are 178 financial members. Moved: Chris Magor. Seconded: Howard Parslow. Carried. **ANY BUSINESS ARISING FROM THE TREASURER’S REPORT:** NIL. **CLUB RUNS REPORT:** **April Club Run** – Was led by Vaughan Edwards, many thanks to Vaughan for a great ride. Approx 20 riders met at the Club Carpark at 9.00am for a 9.30am start. The run took in the back roads through Cherry Gardens, Echunga, Macclesfield, Meadows, Blewitt Springs and on to the Green Man Inn for lunch. Many thanks to Craig Silcock for backup trailer duty. **May Club Run** – President’s Run – will be on the 17<sup>th</sup> May to miss Mothers Day Sunday. Meet at the Feathers Hotel, Greenhill Road at 9.00am (or before if you want to get a coffee) for a 9.30am departure. Will be heading for a run through the northern area of the Adelaide Hills. BBQ lunch will be at Malcolm’s home in Woodville at approx 12.30pm. (Continued on page 8)

(Continued from page 7)

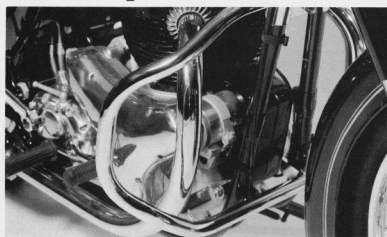
**Minutes For General Meeting 5<sup>th</sup> May 2026 Cont'd**

All welcome, especially partners, whether riding or not. Contact Mal for address. Malcolm advised the meeting that he has invited a 92-year-old lady along to lunch who worked in the BSA factory at Small Heath as a 'Tracer' on the Ariel line in the '50s and '60s. Mike Apthorpe will be backup trailer. **June Club Run** – TBA, **July Club Run** - Prelim notice – Howard advised the run will be to Angaston. Historic Machinery Club to a provided lunch. More details to follow later. **EDITOR'S REPORT:** Chas advised the meeting he had received: a report from Geoff Wood on his overseas trip, a run report from Craig Silcock on the last run, an article from Mark Hood's 'Starting old motorcycles' book. Many thanks to the above members – keep the articles/reports coming please, great to get copy for the magazine. **GENERAL BUSINESS:** Nil. **OTHER REPORTS:** Nil. **FEDERATION REPORT:** Nil. **CCC:** Nil but the Log Book Day booking was confirmed – Saturday 30 May. **CLUB REGISTRAR:** Log Book Day will be the 30 May 10.00am – 2.00pm and the club will provide a 'Sausage Sizzle' for lunch. **LIBRARIAN/ Facebook:** Nil. **REGALIA:** John Zipple advised Beanies for the coming cold weather are in stock and a new supply of stickers. **ANNUAL RALLY:** All organised – please remember to bring in something for the Rally Raffle. **WELFARE OFFICER:** Malcolm advised the meeting of the sad passing of Peter Moore who was an active member of the club for many years, and is the brother of club member Jonathan Moore. The Club's deep sympathies got out to Peter's wife Sue, and family and to Jonathan and family. **OTHER GENERAL BUSINESS:** Annual Club Dinner – 'Save the Date' - Glenelg Football Club has been booked for Saturday 15 August 2026. More details to be sent out later. Ariel Rally - Dave Long advised the meeting that he and a few other club members attended the Ariel Rally in Ararat Victoria, and club members were very successful in winning prizes. Congratulations to: John Veal for 'Best Post War Square Four', Dave Long for 'Best Sidecar', Michael Brown (of the SA Australian Ariel Register) for 'Most Original 1930's motorcycle'. All British Rally – Muldoon Victoria – Dave Long, Steve Mobbs and Gerry Rowley attended the Rally that attracted nearly 1,000 entrants – good time had by all. Cousin Jack Rally - Ian Rounsevell attended the Cousin Jack Rally on Yorke Peninsula on the weekend. There were 2 runs, 140kms for the older bikes and 160kms for the bigger bikes. The weekend was windy and they got very wet on the way home, but a great time had by all. **RAFFLE:** Raffle was won by Jim Bissett and raised TBA. **PARTS BOOK:** President read the entries out and these will be included in the next Beesa Journal. **MEETING CLOSED:** 8.31pm. (End)

4

APPROVED **BSA** ACCESSORIES

**Safety Bars—Seat Rails**



**De Luxe Safety Bar:**

Strong alloy steel, heavily plated with durable chrome. Exclusive compound curved styling adds to appearance of your motorcycle. The best safety bar you can buy. Fits BSA Twins, Sportsman, and Gold Star singles 1957-1960.

**Accessory No. B147 \$19.00**

**Universal Safety Bar: (Not Illustrated)**

Low cost universal type bar fits BSA twin tube frames. Chrome plated, complete with all fittings.

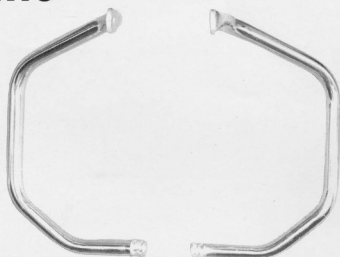
**Accessory No. B101 \$15.95**



**250 Star Safety Bar:**

New safety bar for 250 Star model. Correct proportions and style to fit and brighten up the appearance of this popular lightweight model. Built of strong alloy steel tubing, heavily chrome plated.

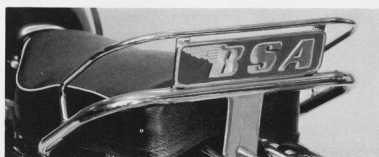
**Accessory No. B173 \$16.50**



**Rear Safety Bars:**

Designed and built to fit your BSA motorcycle. Mounts on existing mounting points on motorcycle. Handsomely styled to match BSA DeLuxe front safety bars. Heavily chrome plated.

**Accessory No. B171 \$19.00 per set**



**De Luxe Seat Rail:**

New type rail in heavy chrome plate has "BSA" in polished letters on a cast aluminum plate. Double bar construction for maximum rigidity and good appearance. Fits BSA Twins and Big Singles with Twin-Solo dualseat 1957-60. State year and model when ordering.

**Accessory No. B108 \$18.95**

**Chrome Seat Rail:**

A substantially built seat rail finished in brilliant chrome. Fits BSA Twins and Big Singles 1957-1960 with Twin-Solo Dualseat.



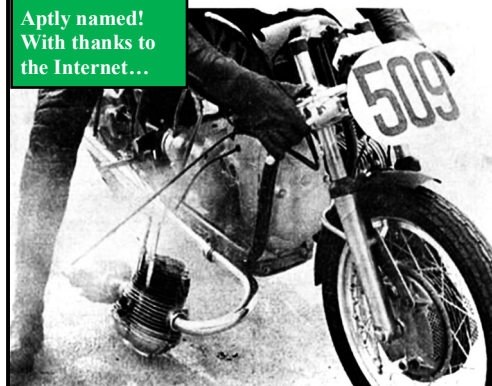
**Accessory No. B139 \$13.32**



The rider is Frank Darrieulat, BSA's most successful operator of trials outfits during the '50s. Pictured here in the 1958 Scottish Six Day Trial. He didn't win this year. Another Gold Star rider by the name of Jack Oliver did. 'Passengers' unknown,

Purportedly Max Klankermeier aboard a R69s racer with a catastrophic cylinder/block failure. I wonder if his thumb is on the starter or the kill switch? 😊

Aptly named!  
With thanks to  
the Internet...



One for BMW haters! Beesas aren't so bad, no?

**Vaughn Edwards' April Club Run  
By Craig Silcock**

A great ride out in intermittent drizzle, headed by Vaughn Edwards. We met as usual for a 9.30 start at the Glandore Clubrooms.

13 bikes including a very nice Vincent and two Triumphs. It was great to see young Liam Bullock (our newest member) and his parents (Graeme and Kylie), who were there to wave us off. Hopefully next ride he'll have his Bantam on the road and can join us for a day out.

The 'trailer of shame' nearly didn't make it after it appears I forgot to put the hitch latch down and it fell off the 'bus' just before the car park...luckily it held on down the Expressway. It seems I can't be trusted... 🤔

A steady ride up through Flagstaff Hill, Cherry Gardens, Longwood,

Mylor and on to Echunga for our first coffee stop. Tea, coffee, cake and beef-and-Guinness pies seemed to be going down well with a good dollop of Irish hospitality at 'The Plough'. We regularly partake of their pies and fried 'tatties', so when it was mentioned that we were stopping here, Fi was straight in the



Ian Rounsevell's OIF Lightning, Brett Mitchell's mightily travelled Vincent Comet and Lyndon Rogers' excellent Silver Star.



Club stalwarts L to R: Howard Parslow, Club Registrar North Dave Pearson and Club Treasurer Steve Holmes



L to R: Dave Beesley, Club Pres. Mal MacKay, Neil Pearce and Mike Apthorpe



Self-explanatory, really...



The remaining bikes ready to roll

back in before you set off. Sorry Mark, I'm not a great advert for Recovery Man. I'll be off to Supercheap for a new plug.

We bade goodbye to Mike Althorpe, and headed off on a brilliant ride through the hills. The odd squally shower was encountered, but nothing too wet.

Lunch stop was at 'The Green Man' in Ashbourne. Food was very quick to arrive for the 10 remaining riders. Again, great hospitality from the management and staff. Great food and first class service.

A planned coffee stop at 'Pick-a-Pie' in Meadows didn't seem to happen but all was good, we had an extra hot chocolate and headed off home.

All in all a great day out, good company, laughs and enjoyment.

Thanks to Vaughn; we really enjoyed it, with about 130km covered.

passenger seat of the support car.

Issues with the trailer electrics - flickering lights when the car was turned off, forced me to unplug the trailer while we topped up on food and drinks... it really helps if you put the plug



At the Green Man Inn, Ashbourne,

(End)

**May Club Run – President’s Run**  
**By Dave Robertson**

Been a while since I have put pen to paper, and I’ve realised I have almost forgotten how to write in cursive! So here goes.



**At the Feathers fuelling up with coffee and greetings of varying politeness!**

The day started quite clear and still, and had all the signs of being a good one for me and the A65. Verity was helping the oldest son to move house, so it was a solo day.

It had been a few months since the last outing, and a quick start up on Saturday arvo released a smoke screen that a Japanese two stroke would’ve been proud of. The bike ran for 30 seconds then

fouled a plug and stopped. It had wet sumped a pint or two according to the dip stick. Two new plugs and a two-minute run fixed that. Then the front brake lever drooped down - went to tighten the screw and the screw had stripped, so fitted a Helicoil and fixed that.

Anyway, on Sunday morning off I went to meet the crew at the Feathers Hotel. Fifteen bikes turned up including a Triumph which didn’t make it out of the carpark.



**Lined up outside the Pres’s house**

The rest of us disappeared up Greenhill Road for a ride to Summertown, Uraidla, Deviation Road to Lobethal Road to Birdwood for a stop with coffee and a custard tart.

From there to Chain of Ponds and Anstey Hill Road, where the day took a turn for the worse.

Heading into a right hander, I was confronted by a heart-stopping sight. A bike on its side against the Armco, and fellow members parked and controlling the traffic. Ian Rounsevell’s A65 oil-in-frame was down, and Ian sat with a dazed expression.

It took a little while to make sure I wasn’t seeing things. Ian was conscious and able, with help, to get up and into the backup vehicle whilst his bike was loaded on the trailer.



**Ian wisely opting to depart for repairs. Tough man.**



**Mowing it down at Mal’s place**



**Mal presenting Mavis Smith with a gift of club regalia**

and he was taken to the Royal Adelaide Hospital, where he was stitched up and later released to his long-suffering wife, Ruth. Apparently, he was in the shed he next day seemingly none the worse for wear.

Sitting down to lunch we were joined by a lovely lady named Mavis Smith, a neighbour of Mal’s, who he had met during the week. She recognised the BSA shirt Mal was wearing. Mavis had worked at the BSA factory during 1955/56 in the technical department, and worked in the job as a tracer and doing work on BSA and Ariel handbooks. Also she worked on drawings for the Road Rocket. Mavis and her husband owned an A10 Golden Flash and told of times avoiding the cops whilst speeding around Birmingham. Mavis is a vibrant and charming lady, and I hope that I’m as switched on as her at her age.

Although the day had its drama, it was a great ride and a terrific lunch at Mal’s.

*Thanks to Mal and all the crew who cooked and cleaned up and contributed to a great day, and to Mike and Chris Apthorpe for being back-up trailer for the day.*



**Mavis and Mal admiring the Presidential collection**

Off we went down the hill on Grand Junction Road to President Mal Mackay’s home for the Presidential BBQ. Some members were already cooking and preparing the lunch.

Ian sat down and removed his jacket. To the horror of all, a very nasty injury inflicted by his accident was revealed. An ambulance was called

(End)

## IF IT'S TUESDAY THIS MUST BE EAST GERMANY

by Geoff Wood

I recently had the good fortune to visit Europe on a technology-focussed trip with motorcycles as a significant part, and thought some of the highlights might be of interest.

The central aim was to visit two important museums along the Rhine, at Speyer and at Sinsheim. How about this:



It's the roof of Technik Museum Sinsheim. Many museums have something out the front to get your attention, but it would be hard to beat this! This museum is the only place in the world which has both a Concorde and the Russian copy, the Tupelov 144 "Concordski", which you can see above. As with a lot of the other exhibits, both are open and you can go through them, which of course I did.

The Sinsheim museum is extraordinary. It must cover the equivalent of about two city blocks or more. We spent a whole day there and still hadn't seen all of it by any means. As well as about 300 motorcycles its exhibits cover cars and aircraft and army tanks and submarines and racing cars and and I don't know what else. There's cruise missiles, Hungarian airliners, hot rods - the list goes on. I viewed till I dropped...

In the motorcycle display it was rather refreshing to see a focus on types we are less familiar with, mostly German and East



European. There were many bikes from NSU, Adler, Heinkel, MZ, Jawa, Hercules (with Wankel engine), Munch, Zundapp, Mars, and of course BMW. Britain was represented by one lonely BSA Rocket 3, but also present were many bikes from DKW which has a strong BSA connection - one of the DKW company's pre-war bikes formed the basis for the BSA Bantam. The DKW design was taken to Britain as a war reparation and BSA mirror-imaged it so the gearshift was on the right.

I felt there was a worthwhile takeaway message there. BSA fans and others like us are too much inclined to beat ourselves up about

*(Continued on page 12)*

(Continued from page 11)

**IF IT'S TUESDAY THIS MUST BE EAST GERMANY Cont'd**

the decline of the British motorcycle industry and to muse endlessly about what went wrong. Well, European bikes from Adler to Zundapp and lots of others... where are they now? Fact is the decline in bike sales in the 1960's was mostly due to the availability of better lower-cost cars like the Morris 850 and the Volkswagen. Britain was not alone in these changes.

Then off we went to the old East Germany - the former German Democratic Republic (GDR). Sadly there is still a visible difference between the old East and the old West Germany. Basically, things decayed under the GDR and Soviets and the East still looks less prosperous.

This part of the world was always strong on 2-strokes; for instance MZ was centred there. As an aside and speaking of 2-strokes, we even came upon a "Trabbi" rally, devoted to the Trabant (the only car you could buy in the GDR) which was a notoriously crude vehicle powered (?) by a smoky anaemic two-stroke engine. A rally for Trabants? This may be carrying nostalgia too far!

And a motorcycle I wasn't aware of but was common on the roads in the East was the Simson, a two-stroke motorcycle produced particularly during the GDR era. They are apparently prized today for their simple engineering, economy and nostalgic value, just like the Trabbi. Local people still use both as everyday vehicles.

Then off to my last important visit on this trip - Stalag Luft III, which most people will know from the book and movie 'The Great Escape' and maybe 'The Wooden Horse' if you follow this kind of thing.

The site is just south of the town of Zagan in Poland, and has a small museum. It makes brave if modest efforts to explain what happened here. Having watched the movies many times I always saw these camps as being a couple of hundred metres square with a couple of hundred shot-down aircrew (all decent chaps, of course).

In reality Stalag Luft III alone was about 5 km square and contained about 10,000 men! It's all in a pine forest - you can still see the outlines of the camp on Google Earth if you're interested, and a lot of brick foundations for huts still exist.

The Great Escape tunnel is still there, plus lots of memorabilia and a prisoner's hut. There were only a few other people there when we visited, and wandering out into the silent and lonely pine forest allowed your imagination to run away...

What's the motorcycle connection here? Despite what the film the 'Great Escape' says - there's no connection at all! The later part of the film is a complete invention - no Americans escaped, let alone Steve McQueen jumping the fence on a Triumph motorcycle, but if you want to sell a film in the USA you do what you gotta do, and it sure looks good on screen...

It was a wonderful trip. If you're ever in Germany and have the chance to visit the museums at Sinsheim or Speyer, put at least one on your "must-do" list. You won't regret it.

(End)

**63<sup>rd</sup> BSA INTERNATIONAL RALLY, WELLINGTON, N.Z. 13<sup>th</sup> -20<sup>th</sup> FEBRUARY, 2026**

**By Howard Parslow**

Was I a lucky boy then!

Yeah, I started inquiring about the rally fairly early in the piece, and had an exchange of emails with a few of the Auckland members, and would like to mention Tim Gilbert, Regan Littlewood and Simon Byrne, especially. Of course I was particularly concerned about getting a bike to ride in the rally.

Initially I was offered a bike by Simon to ride during said rally for which I was very thankful, and then it was mentioned by Regan that a few of the Auckland members would be riding their bikes down to Wellington. During emails, Regan asked if I would like to join them as I had told him that I was staying, initially, with old Kiwi friends in Auckland. NOTE: The Kiwi couple were 1/3<sup>rd</sup> of our wedding party when we married in Johannesburg, South Africa, 53 years ago. That's another story...

Well, I immediately said 'hell yes!' At first I was offered a B33 to ride down by Tim Gilbert which I would have happily done, BUT I had a stroke of luck in that Tim advised me that a person who had been offered Tim's new model Gold Star had cancelled out, and therefore I could ride this bike to, from and during the rally. Boy, was I excited by that offer and jumped at the chance.

So that is how my arrangements panned out and it was a great start to the rally.

As they were locals, of course they were going to ride down on the back roads, and I thought bloody beauty maaaaate! I picked the bike up from Tim's place a couple of days before we were leaving. We headed off a day before check-in day, as we were staying overnight on the way down because a couple of the locals were riding older bikes. Those of you who have already ridden in N.Z. would know the ride down was going to be good, and yeah it was. I tell you what, those Kiwis ride their old bikes flat out. I was impressed and made sure that I was right behind them the whole way down. It also gave me a chance to get to know these members, especially Tim and Regan.

So now I was at the rally site, and I have to say this was probably the best rally setup that I am ever likely to have experience with. It had everything on site, including all levels of accommodation,



(Continued on page 13)

(Continued from page 12)

### 63rd International Rally Cont'd

good kitchen and dining areas, plenty of social space for whatever had to be arranged and a magnificent location overlooking high country and a river. It's called 'Silverstream Retreat'. The catering was also the best ever, with plenty of food and fresh produce ( 3 choices of sweets unfortunately).

I was sharing with Steve and Pat Holmes (*oh no!! Ed.*), and had a mezzanine bedroom to myself which I was originally going to share with Mal Mackay. But unfortunately he did not feel well enough to go in the end. So I was able to keep out of Steve and Pat's hair to some extent, and some of you would probably say that is just as well for them.

I am not going to go into a lot of detail about the various events,



Spectacular!



On display in the city centre

but rides were arranged for most days (except for one day off), and in fact the day off was swapped around because of heavy weather, and boy was it heavy! I was on the phone to Rosalie, in Adelaide, at night and the rain was horizontal with gale force winds. The river in the morning had gone from a gentle stream to a heavy-flowing torrent.

The check in was on the Friday, followed by dinner in the dining area with some 'Welcome' speeches. On the Saturday we rode to a Maori meeting room for a Maori welcoming ceremony, and all groups had to sing a selected song. Yes 'Waltzing Matilda' was our chosen piece. After that we put all of our bikes on public



Jeff and Vanessa Cleary at Thompson's museum

display at a busy city centre.

On the Sunday we did a very scenic ride up and over to a special lookout, and then rode on to an excellent car and motor bike museum



This view puts it all in perspective!

called Southwards Car Museum. The Monday became the free day because of the weather. On Tuesday we rode into the country to Thomson's private motorbike museum, which had been started by the current owner's father so had many vintage, veteran

(Continued on page 14)

## STATE RALLY 2026

Dear Members,

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

Robe Discovery Park  
Ph: 08 8768 2237

(Continued from page 13)

and more modern bikes. The Wednesday had us riding into Wellington, around the harbour and up to a lookout over the city,



BSAOCSA Club Secretary Verity Robertson at Thompson's museum



Entrants lined up at the country pub



L to R: Steve Holmes, Dave Robertson and the author with their new, borrowed 650 Gold Stars

followed by a ride around the bay. The formal dinner and prizegiving was on that night, which included great music and dancing. On the Thursday we had a long and picturesque ride into the country which included lunch at great country pub.

Well, that only left the Friday which is pack-up, say fond farewells and return journeys day. In my case that included the ride back overnight to Auckland following Tim Gilbert on his B33 (flat chat with all the great sounds that an old 500cc single makes) and I was right on his hammer the whole way.

Final comments: There was a dinner every night in the dining room, and a casual meeting room for drinks and a chat was the place to go afterwards.

If you have not been on an overseas International Rally yet, put it on your to-do list. The people you meet and the experiences you will share, you will remember for ever. They are not always perfect. They are organised by volunteers who do their best, but it's all about the bikes and the people. In this case, the organisers did not have the numbers or the experience to have good marshalling and this was a problem, but all in all, we had a great time. Also in our group were Dave and Verity Robertson, Steve and Pat Holmes, Jeff and Vanessa Cleary and Bob Dick and Raewyn.



The South Australian contingent. No one is looking sad, so obviously a good time was had!

(End)

# 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.**

# OK<sub>2</sub>F

## *“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)*



### **‘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 arrive. (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

Here is Part 3 of pages from the book 'Reminiscences of Motorcycling' by Ixiom, sent in by Mark Hood. This book was first published more than 100 years ago. I hope you enjoy it. (Cont'd from the October/November 2025 issue).

#### FURTHER MOTOR CYCLE REMINISCENCES

push, when the pedal would slip right down from 1 o'clock to 6 o'clock, and you would feel like a man who has gone up two steps which aren't there, only more so. Anon, having breasted the hill, you would catch a mighty gasp of breath and cease pedalling, whereupon the pedals would continue revolving, hammer your ankles, and probably throw you off.

#### An Organist's Antics

Neither was the jump mount so peaceful as it may sound. When you leap on to the saddle of a modern machine there is nothing to do but tuck away the skirts of your overcoat, adjust your goggles, and open out. But in 1900 the engine felt the sudden addition of 12 stones to its load, and its carburation was promptly upset. It probably stopped firing as a protest. You started pedalling desperately, simultaneously making lightning dabs at the levers on the tank. You would get these set somewhere about right, when a clumsy knee coming up on top dead centre of the pedal might disturb the air lever, and an unearthly silence would again descend upon the landscape, mercifully unbroken by oaths, as one had no breath left with which to swear.

This emergency surmounted, you might enjoy a cooling down for a few minutes. But before long a misfire was certain to salute your ears. Instantly all your faculties became agog. What was this pernicious misfire? Very probably you had just crossed a pothole, which had caused the shallow pool of petrol at the bottom of the biscuit tin, miscalled a carburettor, to leap wildly, and to choke your engine with rich mixture for a revolution or two. Or the sparking plug, insulated with ordinary domestic



An unearthly silence would again descend upon the landscape.

22

#### STARTING

china, might be cracking with heat. Or the platinum screw of the contact breaker might have begun to wobble. Or the exhaust valve might be seizing as one side of the cylinder head slowly expanded an inch more than the opposite side, and pulled the valve guide all cock-eyed.

Probably the misfires continued and grew worse. A dismount being the last resource of despair, your brain worked tigerishly. You remembered that you had run no fresh petrol into the biscuit tin that morning. So you unscrewed a tiny cap off a nob on the tank. Out popped a small piece of wire, which was attached to a subterranean float, and indicated the depth of petrol in the tin. Meanwhile the cap rolled out of your nervous fingers and flew into the ditch. No matter. Insufficient petrol in the carburettor. You unscrewed another knob, controlling a needle valve, and ran some more juice into the biscuit tin. Joy! The misfires ceased.

#### The Elements of Tragedy

Before very long a compulsory stoppage invariably occurred. Should it be of a lengthy character and befall you on the flat, all the elements of real tragedy were present. Let us suppose for the moment that you successfully traced the cause, though in all probability you wouldn't. However, for the sake of argument, we will say that the wire from battery negative to switch had sawn itself in half against the sharp edge of the hole through which it emerged from the tin tank. You got out your knife, peeled away some insulation, plaited the naked ends of wire together, pulling out a few coils to make up the length thus sacrificed. (All wires were freely coiled in long cork-screws to render such repairs possible, and any picture of a 1900 machine will betray these squiggly corkscrews outside each binding post.)

By this time the engine would be stone cold. You had no stand. All your paraffin was used up long ago. The road was flat. Why not inject petrol, do you say, gentle reader? Nothing less searching than paraffin would dissolve the carbonized oil of this period. Moreover, even if you could dope off the gummed oil, your morning run had developed two or three new warps in the cylinder.

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## 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

Tsubaki 5/8 x 3/8 British Standard Drive Chain. \$90.00 per chain. Gerard Rowley  
0477 258 749

A65 Siamese exhaust with muffler \$100 Brenton Giles 0458 277 565

Dusting sidecar and chassis. Needs resto. \$2200 ono. Ian Rounsevell 0412 708 410

*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

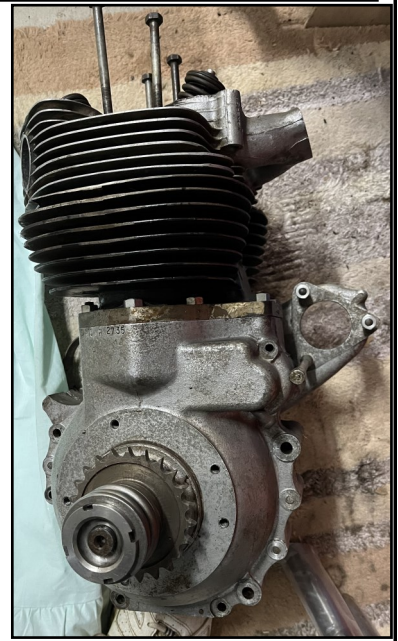
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- Crankshaft grinding/pressing/balancing
- Metric/Imperial thread repairs, (including exhaust ports)
- Girder Fork refurbishment
- Alloy welding and machining
- British Parts stockist, (AMAL, Smiths, Hepolite, Lucas, etc)
- Pistons, rod kits, and gaskets
- Bearings and bushes
- British, Harley, Off-road, and Jet Ski Specialist

## For Sale Cont'd

**FOR SALE - Project: 1960 Super Rocket, matching frame and engine numbers, two sets of wheels, two frames, several swing arms, two fuel tanks, gearbox (Std), two sets of forks, some new parts. There are sufficient parts to build a Rocket Gold Star Replica if you prefer than a Super Rocket. All parts require full restoration and are currently stripped for inspection. Sorry but at this stage want to sell as a whole.**

**Contact: Mike Apthorpe - 0412 139 325 or [appycm@outlook.com](mailto:appycm@outlook.com)**



*(Cont'd on back page)*

## Wanted

**B50 Two gallon fuel tank Jim Bisset 0487 732092**

**B33 (500cc) head and barrel. Dave Beesley 0413 599 920**

**C10 gearbox Tim Burn 0437 193 596**



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(Cont'd from Page 19)

For Sale Cont'd

**BSA A65 Thunderbolt. 1968 engine using a 1970 frame and running gear. It's a good old jigger, reliable, easy starter and rides well. Has a new carb and electronic ignition. Non-matching numbers. Currently unregistered. Engine number: B020426 A65T. Frame number: KD00974 A65T. Contact details are as follows: Brenton Giles, Mob Phone 0458 277 565**



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