



# Beesa Journal



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

*Issue No.171 Feb—March 2021*



Shane Allison's Cool looking B31 racer

HAPPY  
*New Year*  
2021

Feb-March 2021

## The BSA Owners Club of South Australia

The BSA Owners Club of South Australia was first 'formed' in August 1990 by a very small, hard working group of enthusiasts. Since then it has grown to more than one hundred and eighty metropolitan, country and interstate members in 2020.

*Membership is available to any person who has an interest in BSA motor-cycles whether or not that person owns a BSA. The club is a non competitive club with the emphasis firmly placed on family social occasions.*

### CLUB MEETINGS

Normally held on the 'FIRST TUESDAY' of each month at 8.00 pm, (except December) at:  
TRIPLE C Clubrooms. Glandore Community Centre. Clark Avenue, Glandore

**The CCC clubrooms are currently unavailable until further notice due to COVID outbreak. In the interim, the club is using the Plympton Glenelg RSL 464 Marion Road PLYMPTON PARK SA 5038.**

Club Subscriptions 2019/20120– \$25.00 per annum

BSAOC Postal address : PO BOX 380, PLYMPTON, South Australia. 5038.

### CLUB RUNS

Are held on the Sunday immediately after the club meeting, departing from the CCC clubrooms, generally 9am for a 9.30am departure.

### BSAOC S.A. WEBSITE

Find us at: [www.bsasa.org.au](http://www.bsasa.org.au)

### MEMBERSHIP

#### Online renewal (Preferred)

Pay online at the 'Membership' page of our website.

Follow Link: <https://www.bsasa.org.au/membership> (Click to Follow Link).

Follow prompts for: 'ONLINE FORM INCLUDING PAYMENT BY CREDIT CARD'

### OR

#### Manual Method

Go to 'Membership' page of our website

Follow Link: <https://www.bsasa.org.au/membership> (Click to Follow Link).

Download Membership/renewal form, forwarded completed form, to:

PO BOX 380, PLYMPTON, South Australia. 5038; or, e-mail to [secbsasa@gmail.com](mailto:secbsasa@gmail.com)

#### **Payment**

Payment can be made directly into the BSAOC of SA bank account

**BSB No. 105-079 Acct. No. 045144940** (Remember to put 'Membership' & your name' on the transfer details).

## Front Cover

Here is Shane Allison's 1949 B31 350cc Racer.

Shane bought the bike about 10 months ago off of Kevin Heritage at Renmark. It's nearly a replica of Wal Handley's bike. Who rode his bike at Brooklands track in 1937 over 100mph. With this success gave the Gold Star its name, from the Empire Star. Shane is fettling the bike for racing as he intends to race his Empire at Sellicks beach race this year. Shane adds "but not breaking any records or bones." And hopes to see members there to pop over to say good day. After the beach meet he intends to get the bike roadworthy for club runs & rally's etc. Shane admits is on a new learning curve learning about the BSA

I'm sure with that shorty Megaphone on it will sound great ED



## MOTORCYCLE EXHAUST SYSTEMS

Hand built exhausts for absolutely all makes and models

Exhausts repaired, reskinned , dent knocked and polished for on or off road bikes

We modify a large range of standard exhausts to let your bike breathe and sound much better at a fraction of the cost of aftermarket pipes

We also rebaffle and repack noisy systems and drag pipes

Over 20 years experience fabricating, repairing and modifying exhausts

Welding Stainless, titanium and alloy

General light engineering and tube bending

web -: [redline-exhausts.com.au](http://redline-exhausts.com.au)

email-:

[info@redline-exhausts.com.au](mailto:info@redline-exhausts.com.au)

Terry Merritt

8 Coongie Ave. Edwardstown S.A. 5039

Ph. 08 82770311

mob 0417804291

## Life Members of the BSAOCSA

This is an honour of prestige, awarded to members for meritorious service to the club of ten or more years. († Deceased Member).

### Founding Member

Basil Hodgson.

Mike Apthorpe

Alex King †

Gordon McAuliffe †

Bob Parsons †

### Other Recipients

Verity Robertson

Ross Edwards

Peter Bennett †

Ian Lamming

Robyn Lamming,

Mal MacKay

Jeff Jones

Sue West

John Simpson

Alison Jones

Jim Nixon

Barbara Hodgson

*Editor's Report*

Hi members

Well here we are, well in to the next year I hope you were all able to enjoy the Christmas period .Thankfully ,we in Australia especially South Aust have escaped the worst of the dreaded lurgy that has given so much grief around the world and that the vaccines that are now being administered will do the trick in eradicating or at least controlling this covid virus , fingers crossed .

So best wishes for the rest of the New year .I am looking forward to the rest of our new year and hope it goes well for all of us As far as club activities are concerned the year is looking pretty good with, along with our normal monthly rides and also mid ,week rides organized by Bluey & Chris



If you want to get involved there is no lack of riding and participation to be done which started with our club meeting the first one for the year being Jan at the RSL rooms Marion rd. This followed with a ride on the Sunday Led by Mal Mackay unfortunately revised due to extreme temperatures to the 17th (report on page 12 ) by our club captain and club meeting again on the 2<sup>nd</sup> Feb, this followed by a replacement to the cancelled all British day. Is an organized British day at the new Bend Race track at Tailem Bend A flyer for for this event on the 14 February is on the rear page in this issue and promises to be a fabulous weekend .If you fancy yourself as an ace rider now's your chance to show us what you can do on a bike around the track of course there are special requirements IE. the correct clobber to wear bike inspection etc .

Be sure to read the continued story of Geoff And Helens sidecar adventures getting back to Adelaide through Europe in all weathers on the now famous A10 outfit quite an adventure . Continuing on from the last Beesa Journal on page 9 also an article re :activities from Chris Magor with the Police Historical Vehicals P 8 ED

**CALENDAR OF EVENTS 2020-21**

Event	Description	Club Event?	Date	Time	comments
<b>FEBRUARY 2021</b>					
<b>BSAOCSA CLUB MEETING</b>	Meeting	Yes	Tue 02 Feb	8.00 pm	To be advised depending on Covid-19 updates
<b>SPECIAL EVENT</b>	"British at the Bend"		Sun 14 Feb	10 am	Combined British vehicles event. substitution for All British Day.
<b>BSAOCSA CLUB MID-WEEK RUN</b>	Midweek run	Yes	Tue 23 Feb		Bluey Hillman leading.
<b>MARCH 2021</b>					
					Note: Easter is 2-5 April 2021
<b>BSAOCSA CLUB MEETING</b>	Meeting	Yes	Tue 06 Apr	8.00 pm	To be advised depending on Covid-19 updates
<b>BSAOCSA CLUB RUN</b>	Club run (small bike run)	Yes	Sun 11 Apr	9.30 am	Jeff Cleary leading

# BSAOC of SA Committee Members

Position	Name	Contact Details	E-mail
President	David Long	0413 899 189	bsaocsa.president@gmail.com
Vice President	Rod Bailey	0406982582	rsbaily13@gmail.com
Secretary	Jonathan Moore	0418830552	secbsasa@gmail.com
Treasurer	Steve Holmes	83531912/0402678654	bsaocsa.treasurer@gmail.com
Editor	Ray Barker	0466964322	bsaocsa.editor@gmail.com
Club Captain/Fed Rep	Geoff Woods	0402410827	woodgslc@ozemail.com.au
Librarian	Alison Jones	0415173375	aljones@adam.com.au
Public Officer	Robert Pearce	0444558531	rjpearce888@gmail.com
Historic Registrar	Ian Rounsevell	0412708410	irind@chariot.net.au
2nd Historic Registrar	David Pearson	0407791588	conniepearson@bigpond.com
Committee Member/CCC Rep	Jeff Cleary	0417820321	jeffmow@adam.com.au
Committee Member/Raffle	Alison Jones	0415173375	aljones@adam.com.au
Committee Member/International Rally Rep	Jim Nixon	0418817146	Nixjr.28@gmail.com
Committee Member	Ian Rounsevell	0412708410	irind@chariot.net.au

**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 & 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 & AJS Enthusiasts Group of Australia, Vic.	<i>Bore &amp; Stroke</i>	Mildura Vintage Vehicles Club Inc	<i>The Bulbhorn</i>

Greetings Members,

I hope this message finds everyone one fit and well. I hope everyone had an enjoyable Xmas and Happy New Year.

Well here we are and it is February already. It seems the older I get the quicker time flies.

Over the last few months we have had to remain very flexible in regards to our dates and timings. Our Club Captain, Geoff Woods, had planned an interesting ride to Parafield for Tues the 17<sup>th</sup> Nov, something which I was very much looking forward to. Unfortunately we had a COVID outbreak centred in and around Parafield, so much to everyone's frustration this had to be cancelled. I believe Geoff may be planning to run this event at a later date.



We had our 'Oxenberry Winery' run on the 13<sup>th</sup> Dec. This run was organised by Jeff Jones which started and finished at Oxenberry, and would conclude with a lunch at the restaurant. This was a very successful day out and from all reports thoroughly enjoyed by all. I particularly liked catching up with those people we only see once or twice a year. Thanks to Jeff Jones for planning the run and Sue West for organising the raffle prizes.

January's run was organised by Mal Mackay for the 10 January. Unfortunately the weather forecast predicted a 40°C day, and as Geoff Wood's commented, "Too hot for man, woman, beast or machine." So the decision was made to defer the run until the following Sunday, the 17<sup>th</sup> Jan. This turned out to be the right decision as the run the following week to the Barossa Valley was, from all reports, an enjoyable day. Well done Mal! It was pleasing to see that members who were unable to ride their bikes for one reason or another, made the effort to meet up with the club at the lunch time stop. I would encourage everyone in the same situation to join in with the club activities. Remember you are part of the club and will always be made welcome!

Lastly I would like to pass on a big 'Thank You' to all those members who put up their hand to volunteer to help out in one way or another. They are the people who make the club a success. So to all the Mals, Sues, Jeffs, Colins, and all the rest.....Well Done and Thanks!

Stay Safe

David Long

## Minutes of BSA Owners Club of SA General Meeting Tuesday January 5<sup>th</sup>, 2021

Plympton Glenelg RSL 464 Marion Road Plympton Park SA 5038

### WELCOME

President David Long commenced the meeting by welcoming everyone at 8.02pm

### MINUTES OF PREVIOUS MEETING

Approved: Jim Nixon Seconded: Chris Magor

### BUSINESS ARISING FROM THE MINUTES

**Welfare Officer** (Alison Jones looking into)

### CORRESPONDENCE IN

**Gawler to Barossa Vintage & Veteran Run.** Sunday April 11<sup>th</sup> for all vehicles up to and including 1930. Finishing for lunch at Seppeltsfield Winery. Information and Entries: David Prest 0438112266  
vvrn@gawlercarclub.com

**BSA Burble** BSAMOA Inc Victoria – November & December editions

**Centrestand** September & December editions from Motorcycle Riders Association of SA Inc

**Steering Column** December 2020 from the Historic Motor Vehicles Club Inc

**Southern Star** November-December from the New Zealand BSA Motorcycle Owners Club

**Copper Coast Classic Cavalcade of Cars & Motorcycles.** Sunday May 23 2021 for vehicles 1985 or earlier. Entry details from [www.kernewek.org](http://www.kernewek.org) Entries close 14<sup>th</sup> May 2021.

**Classics on the Park POSTPONED** February 27<sup>th</sup> 10am-5pm Gawler Vintage Veteran and Classic Vehicle Club (Email from FHMCSA)

## REPORTS

### Treasurer

The financial report for November 2020 was presented and approved.  
Moved: Russell Hughes Seconded: Rod Bailey

The financial report for December 2020 was presented and approved.  
Moved: Howard Parslow Seconded: John Veale

### Club Captain

Geoff spoke about a number of events both past and yet to be.

OXENBERRY MCLAREN VALE. December 13<sup>th</sup>. An enjoyable day by all reports. Thanks to Jeff Jones for organising this ride at short notice. This ride and luncheon served as our club's Christmas celebration.

BSAOCSA RIDE THIS COMING SUNDAY January 10<sup>th</sup>. Postponed due to heat- weather forecast being over 35°C. Mal McKay has arranged a ride which we'll try and pick up later in January. TBC.

BRITISH AT THE BEND February 14<sup>th</sup>, 2021. Geoff spoke with enthusiasm about the opportunities this program and the facilities provide. There will be no official accompanying club run to the track or elsewhere that day.

### Editor

Next edition of the magazine is in progress. Please support Ray by providing event write-ups, stories of mechanical success and folly, technical tips etc.

### Librarian

Nothing to report.

### Federation

Nothing to report.

### CCC

Glandore clubrooms now allow a meeting of up to 40 members but it was felt that the majority view was to keep using the Plympton RSL until the demands of COVID management – cleaning, reporting, etc - reduce significantly.

## GENERAL BUSINESS

**Thunderbolts & Lightning.** The story of the BSA A65 & A50 motorcycle 1962-1973 Vol 1 – The Road Bikes. UK Publishers are offering free shipping on box of 10 or more. The Victorian BSA club sold off 3 boxes. Interest was expressed in contacting the publisher about the possibility of free shipping for our own box of 10. Jonathan Moore to look into.

**Festival of Motorcycling 2021.** Russell Hughes reported that organising begins next month for what is hoped to be FOM 2021. If COVID restrictions again prevent the full program going ahead thought is being given to repeating what was considered a successful Motorcycle Ride Week in 2020. A show of hands from the floor demonstrated a good level of support for the plans to proceed with this club's support. Russell said he was happy to continue representing our club for this event.

**Regalia.** Polo shirts, caps & stickers are still available. BSA logo windcheaters are being considered. See David Long.

**International Rally.** Nothing to report.

**Welfare.** A few members who are not well at present were mentioned including Bas Hodgson. Barbara described Bas as being well looked after and he was currently "as good as expected."

**RAFFLE DRAW \$59 raised.** Thanks to Alison Jones.

**PARTS BOOK** The President read out tonight's buy and sell items.

**MEETING CLOSED: 8.50pm**

## HISTORICAL VEHICLES ON THE ROAD AGAIN



*Pictured above (l to r): Chris Magor, 'Bluey' Hillman, Ron Squire, Dete Sekulla and Ian Gregor.*

As reported in the last Issue of Hue and Cry the COVID-19 Pandemic created vastly different times for the Vehicle Museum and the private owners of restored vehicles. The directive to cease all volunteer activity in March meant the Vehicle Museum affectionately known to the Vehicle Museum Volunteers as 'The Garage' was shut down for 6 months. We were not permitted to leave chargers on the vehicles, to start them or access them.

It was a worrying time wondering how the batteries would last and what adverse effect this may have on the vehicles. During the same period, the private owners, being registered SAPOL Volunteers, were not permitted to take their vehicles out to events.

When we were finally permitted to return to the Vehicle Museum after the 6 month shut down, we were allowed to attend in a reduced capacity to work on the vehicles to get them running again.

We were not permitted to take the Society vehicles out on the road, only run them around within the barracks compound. The private owners were permitted to seek approvals and take their vehicles to events again. Our team of volunteers worked tirelessly on our vehicles getting them started and back in running order.

We were pleasantly surprised to find only three batteries required replacing. Whilst we were advised we could not take our vehicles out to events for the rest of the year, this had little impact as all major and most other events were cancelled.

Initially we were permitted to take the vehicles on a short run to refuel and do a short local road test. The Society vehicles participate in many events outside of the metropolitan area and to be sure they were in good order it was appropriate to take them on a suitably long test run.

Article submitted by Chris Magor

Continued from Dec issue no 170

The Sidecar Adventure     Geoff & Hellina Barnes

“The old boy” had told

me that it had tended to overheat. I found nothing amiss, but overheat it most certainly did. This

was to lead to no end of problems. It would be twenty years before I discovered the cause. The old

boy had also let on that the outfit had at one time, been stolen and not recovered until sometime

later. It seems that the thieves had fitted high compression (very high compression) pistons. They were flat topped, but raised five or six millimetres in the combustion chamber. The compression ratio must have been very high indeed. I had reason to see these piston tops many times but, being unfamiliar with the motor, had no idea that they were wrong.

Although we had no clue about what we were in for, our preparations were reasonably thorough.

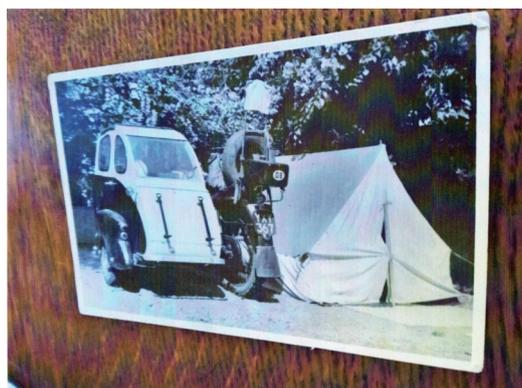
The outfit was set up with camping gear, tool kit, spare parts, spare tyres and tubes. We had to deposit one thousand pound with the AA to get an “international carnet” and we got visas for Iran and Afghanistan, the only two countries we anticipated needing them. As it happened we never did. We made an experimental five day camping trip around the Isle of Wight to test the system.

We were ready to go. Unfortunately, it was October before we left. We were heading into a northern hemisphere winter! We’d never have made it through the frozen Kyber Pass between Afghanistan and Pakistan. The front tyre went flat before we’d even reached Dover. Hellina visited the nearby Canterbury Cathedral while I wrestled with my first tyre change at the roadside. It seems that the two previous owners had never bought a new tube. There were patches over patches over patches and they had begun to lift. I had to replace the tube. We crossed on the ferry to Ostend. The general plan was to head eastwards collecting a tourist map at each capital city to guide us to the next capital. But first we’d visit a friend in Denmark.

We had a lovely few days with Ellens’ family. Because we had no concept of the size of Europe, this had taken us more than a thousand miles out of our way.

Travelling southward on the German Autobahn. I tried to maintain a steady fifty MPH, but as the temperature began to fall the realities of winter motorcycling began to register, principally in my knees. They were frozen. Hellina, wrapped in a sleeping bag in her cozy sidecar, began knitting woollen knee warmers. Late each afternoon I’d start looking for likely side tracks leading to patches of forest where we might find a camp for the night. We set up in a freezing mist and jammed the rear brake on to give us enough light to cook a meal. Approaching Vienna the overheating engine began to pour a pall of blue smoke from the exhaust. We’d lost compression on one cylinder. Hellina went off to enjoy the sites of beautiful Vienna while I removed the cylinder barrels in the camping ground.

Continued p 13



Chris And Blueys Mid week Run

Last sunday 3 jan 2021 I (chris magor) organized an unofficial club run we ended up with myself, Bluey Hillman, the club pres David Long, the treasurer Steve Holmes, Jeff Cleary ,Mike aAlthorpe plus four non club members but friends . I hope I haven't forgot anyone We used blueys front yard at kangarilla as usual 9 for 9.30 kick off and not a BSA in sight Triumphs , Honda,s ,Bmw, yamaha, Kawasaki so all had that little red button to start up. In brief we rode to meadows ,Macclesfield , Wistow then turning of on Peach road that leads around the back of Mt barker to Nairne, Woodside , Mt Pleasant for coffee and what ever. from there to Williamstown, good road with no traffic to kersbrook back to Gumeracha lobethal and a long way round back to Meadows for more coffee and food . After that we split up .And some of us ,on the way back to kangarilla turned left and travelled back to come to Range Rd good road on the curvy bits down to kangarilla road I went left to go home via McLaren vale and the others turned right back to kangarilla. i Idid just under 300k for the day and have a bloody good ride reflected by others with the weather absolutely spot on. sorry no photos for the day cause we were all slack and forgot to take any If interested in mid week rides I'm sure Chris and Bluey will be happy to here from you to advise when and where (aprox where anyway they follow there nose ha ha ) ED contact Chris Magor 0475437076



International Rallies.

2021	Germany	58th Rally
2022	Belgium	59th Rally
2023	Australia. (SA)	60th Rally

Xmas run Dec 2020

Sunday 13<sup>th</sup> December 2020.

What a run to finish the year. A blowout and 3 number plates fell off on that rough section. Not really but maybe I have your attention!

The Xmas run covered some nice roads and country around McLaren Vale, without incident!

After leaving the Oxenberry Farm Wines in McLaren vale .The run included; Kangarilla Rd, Blewitt Springs Rd, Chapel Hill Rd, Bakers Gully Rd, Kangarilla Rd, Dashwood Gully Rd, Meadows, Battunga Rd, Kondoparinga Rd then Meadows again for coffee.

Then west to Brookman Rd, Wickhams Hill Rd, Peters Ck Rd, McLaren Flat Rd, up Wickhams Hill, along Range Rd, down Pennys Hill Rd, through to McLaren Flat Rd then back to Oxenberry. If you can do all that in your head, then you know the area better than me.

After lunch the raffle was won by Alison Jones, 2<sup>nd</sup> Jeff Barton, 3<sup>rd</sup> Dean Launer.

Special thanks to the Ride Organiser Jeff Jones, the tail end charlie Geoff Wood, the back up trailer Rod Bailey and Alison Jones, the Raffle Organiser Sue West and finally Oxenberry for donating 6 bottles of wine.

Many thanks to Colin Francis for this run report and Picture from Dave long ED





# BSAOC of SA Regalia



## Beanie with 'BSA' logo

Colour: Black with red log  
Cost \$20.00 ea.

One size fits all  
100% Acrylic



## Cap with 'BSA Motorcycles' logo

Colour: Black with red logo  
Cost \$20.00 ea.

One size fits all  
100% Heavy Cotton



## Polo shirt with pocket and embroidered logo

Colour: Black Cost: \$38.00 ea.

Sizes: S, M, L, XL, 2XL, 3XL

Top Quality 65% Poly 35% Cotton



Example of Club Logo on right breast

## 'T' Shirt with 'BSA Motorcycles' logo (Grey or Black)

Cost: \$25.00 ea. Sizes: S, M, L, XL, 2XL, 3XL  
100% Cotton



Guide to sizes	S	M	L	XL	2XL	3XL
chest (Across) cm	53.5	56	58.5	61	63.5	66
chest (Around) cm	107	112	117	122	127	132
length cm	70.5	73	75.5	78	80.5	81.5



## BSAOC of SA Club Stickers

High Quality, UV resistant, (70mm Diameter)

Show your pride in the club, put one on your car and one on your bike!

\$4.00 ea. Or 3 for \$10.00

At this stage we have most items in stock but items are limited. We are hoping to increase our range in respect to colours, and or possibly style, depending on member feedback.

Please email the President, & Regalia member Dave Long, to discuss your needs at [bsaocsa.president@gmail.com](mailto:bsaocsa.president@gmail.com), or call on 0413 899 189

For country members we can post regalia to you. The cost for a tracked post bag is \$16.00, which will fit two shirts, and a cap or beanie.

### **Off to a Flying Start: The January Run**

The BSA Owners Club's activities for 2021 got off to a fine (if somewhat belated) start on 17 January with a run to the northern areas. It had been deferred from the previous week when the temperature reached 40°C. Instead, the run as it occurred on 17 Jan was at 26°C - just comfortable, with hardly any wind and a cloud cover to stop the worst of burning. We're lucky to have pretty accurate forecasts these days to help us plan our lives.

And the run had an unusual feature – we had more people on it at the end than we did at the beginning! Just the opposite to the usual, but more of that later...

Mal Mackay had reconnoitred a great run through the Hills to the Barossa area. We set off from CCC as usual and picked up some eastern-dwelling club members at the Burnside Council chambers. Then followed a somewhat frustrating trip along suburban roads to get to the start of the



**Picture taken alongside The Barosser Pioneer Memorial**

Gorge Road at Athelstone. Note to self: We must try more starts where we meet outside the main traffic areas – trying to keep a group together through traffic lights is not much fun.

Once past that, we had a great time along the Gorge Road, passing the V & V club who were having breakfast at Cudlee Creek. Truly, the hills were alive with the sound of the music of motorcycles – there were hundreds out on such an ideal day. I estimated that more than half of all vehicles in the Hills were on two wheels. We made it in good time to Lovell's bakery in Birdwood, where we enjoyed fine food and prompt service (does this sound like I had a good day? I did.)

The next leg was my favourite – from Birdwood, along the Torrens Valley route through towns with evocative names like Mt Pleasant and Eden Valley, finally winding up at the sculpture park at Mengler's Hill where we stopped for a spell, a bit of sightseeing and some photographs.

At all our stops we were approached by people admiring our BSAs, some remarking that they were lucky to have come out that day, otherwise they would have missed us. And as for the late addition mentioned earlier – he was a chap on a Royal Enfield who had come to the Hills area with another group, got confused and joined our club run by mistake, and then decided he liked us so much that he'd continue with us! He came with us right to lunch at the bakery in Lyndoch where we were able to chat with other bikers out for the day, as well as long-time BSA Club members John and Velda Atkinson who joined us at that point to say hello.

All in all, an excellent start to 2021 for us. Thanks to Mal for organising the run, and Rod and Alison for doing backup.

**Geoff Wood**

## The Side car Adventure

Fortunately there was still a BSA agency in the city and I was able to buy a new set of rings. I levered the jammed rings out of the pistons and filed the grooves clean with a points file. Hellina helped compress the rings up into the barrels and I prayed that there was no significant landing worn at the top of the cylinder. We were under way again, but at reduced speed.

Now Hellina sat in the sidecar cutting rocker box gaskets from salvaged packaging with a pair of nail scissors. Heading southwards we passed through Italy and moved on into the old Yugoslavia where we took the spectacular coast road down the Adriatic. The road had been blasted from the cliff-sides and we put Hellina up on all of our luggage so that she could take in the wonderful sea views seated up through the top of the sidecar. As I was on the outside of the road immediately above the crashing surf below, I kept my eyes on the bitumen.

From here onwards our mood changed as the atmosphere began to feel more threatening. After a couple of disturbing nights camped out in Yugoslavia and Macedonia we began to seek more secure accommodation.

By the time we'd reached Thessalonika in Greece the exhaust valves had burnt out. I was able to get them replaced by having old truck valves turned down, but I decided that our beautiful fibreglass fairing would have to go in an effort to cool the motor.

We limped into Istanbul with an ominous rattle now emanating from the top of the motor. It was here too that we were forced to revise our route home.

We'd anticipated continuing on through Iran, Afghanistan, Pakistan and into India, where we kept our fingers crossed for a ship from Bombay to Australia. Unfortunately war had broken out between India and Pakistan. Obviously we weren't going that way. I found a school atlas somewhere and began to look for a solution.

Didn't Australia have a live sheep trade with Kuwait? What if we were to head south, skirt along the Syrian border with Turkey, drop down into Iraq and then cross into Kuwait? We might get a sheep ship home.

By the time we'd reached Ankara the engine rattle was too loud to ignore. I suspected a loose gudgeon pin. We found a motorcycle repair workshop and handed the bike over to them for repairs. They assumed piston slap and rebored the motor, replacing the pistons with ones with the same elevated tops. The noise remained. I can't understand how they missed the gudgeon pin. After much anxiety and expense the problem was fixed, but we still carried on with a crippled engine. Now, if we exceeded thirty MPH the engine would nip up. Even at that speed it continued to run up tight every thirty miles. It was very frustrating riding having to pause five minutes every thirty miles.

As we went south towards Adana snow began to fall. It was the week before Christmas. In Adana while shopping for provisions, we were approached by a well spoken Turkish gent who explained that he'd been university educated in the UK, and had married an English girl. Would we care to go home with him to share a "Christmas" dinner with him and his wife? What a boost to our flagging morale! We stayed overnight and pushed on the next day. By this time we had learned that petrol stations, when closed at night always kept a watchman on the premises and that the watchman sat inside by a warm stove. Each night we'd ask a watchman if we could sleep inside on the floor. They always welcomed us. The further west we went the deeper became the snow.

I knew nothing about driving in icy conditions, but had heard of snow chains. Guessing that I had no chance of stumbling upon the real thing, I bought a couple of dog chains and wrapped these around the rear wheel. They lasted about two hundred yards before tearing themselves apart

cont P14



### The Sidecar Adventure

One afternoon with the snow about a foot deep we ground to a halt. I had to get Hellina to help me push the bike around to face the way we'd come so that I could follow our wheel tracks back several miles to the welcome refuge of a service station. There was no other traffic. In the morning a snow plough went by. We joined the convoy of traffic

At last we'd reached the western end of the Syrian frontier where the road went south and dropped down the precipitous face of the high Turkish plateau into the warmth of northern Iraq.

We spent that night camped in the fenced compound of the border security on the assumption that we would be quite safe. Not quite so safe as it turned out as one of the minor members of staff attempted a robbery. On the following night we chose a police station instead. The coppers were very hospitable and gave us a cell for the night "no the door wasn't locked."

In contrast to our introduction at the border, everywhere the Iraqi's were warm and welcoming. We started to unwind after the tension of the previous few weeks.

At one intersection we were held up for several minutes as a convoy of fifty police motorcyclists went by on gleaming A65 BSA's.

The main highway south was only two lanes wide, one in each direction but, at the border with Kuwait this expanded to six lanes heading out across the desert sands.

Towers of burning waste gas from oil wells were the only other feature. On the road were a few late model American cars going at first one way then the other. Kuwait is not a big country.

We took our time (at thirty MPH) motoring into Kuwait City and found the tourist office. After collecting the obligatory map and asking the words for "please, thank you, how much, too much". I asked the location of the camping ground. The girl frowned and said "Camping ground, do you have a tent?" "Yes" I replied. "Well then", she said, "we are a nation of Bedouins and you may put your tent anywhere you like".

We cruised around the city until we stumbled upon the Kuwait Hilton Hotel on the foreshore of the Persian Gulf and then put our tent on the beach in front of it.

No sheep ship would take us. We booked, instead on a "British India Line coastal trader carrying Muslim passengers to and from Hage in Saudi Arabia. We travelled "deck Class".

Yes we ate and slept on the open deck alongside the other passengers, sheltered only by huge tarps stretched above us to keep off sun and rain. The bike had been lowered into the hold suspended from a single rope sling fastened to the sidecar stay bolted under the bikes seat.

This ship landed us in Bombay, the very city we'd been aiming for when we'd left London. Our sense of relief did not last long. Getting the bike off the wharves proved a nightmare.

The British had left behind the world's most bloated beurocracy and we had to become importers of motor-cycles". The true meaning of the term "red tape" became evident as we were escorted from office to office by the tout we'd had to employ to guide us. Every room was stacked floor to ceiling with bundles of paper all tied with RED TAPE!

Having recovered the bike we rested for a couple of days in a Bombay camping ground before beginning the search for shipping to Australia.

"Oh no", said the Indian in the P & amp; Office in his sing song voice, "you will not be getting any shipping. The Suez Canal is being shut and all shipping is going via the Cape of Good Hope. You must be going elsewhere, A la".

Downhearted now we were back on the bike and again heading eastwards by road. There were no camping grounds beyond Bombay, but we discovered

"Government Rest Houses". Each large population centre had one of these grand houses left from the days that visiting dignitaries might have a place to stay. They were usually surrounded by extensive gardens and a high fence.

The general public was excluded, but somehow we were able to talk our way in past the guards and put our tent up on a grassed area away from the intense scrutiny of the Indian crowds.

In Madras we were able to get another British India" ship bound for Penang Island just off the coast of Malaya. We had to take expensive cabins this time as they said that too many westerners had complained about deck class conditions. I could see why once we were on board. Deck class passengers were actually below the main deck in a cleared cargo hold. It must have been pretty rank down there.

The outfit was again lowered into a dedicated cargo hold. We unloaded without incident in Penang and took the vehicle ferry across to Butterworth on the mainland.

Cont P17



### 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 & SMALL ENGINE REPAIRS INCLUDING:

- 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



## CHROME Restoration

- Plating ▪ Polishing
- Stripping ▪ Repairs
- Car and Motorcycle parts
- Quality Certified Company
- Premium Quality Work

[www.aclassmetal.com.au](http://www.aclassmetal.com.au)

**A CLASS METAL FINISHERS P/L**

**PH: 8384 4331**

6 Waddikee Rd, Lonsdale SA 5160

## RICK CORBETT ENGINE RECONDITIONERS

## RCER RICK CORBETT ENGINE RECONDITIONERS MECHANICAL

Rick Corbett Engine Reconditioners have been working with South Australian car and bike owners 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 8262 8838 to discuss your needs**



**APPROVED VEHICLE DEALER**

# OK<sub>2</sub>F

*"Keeping the Past in the Future"*

**Motorcycle Magneto**

**Overhaul & Repairs**

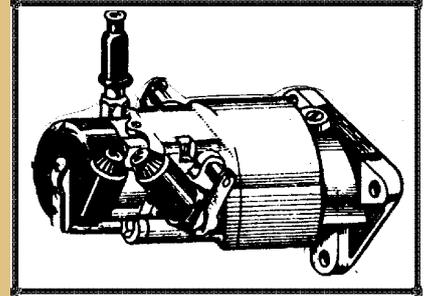
*Also*

**BSA** Motorcycle Engine & Gearbox Overhauls.  
Complete Motorcycle Restorations

*David Robertson.*

Mob. 0458770531

Email: [robbo.tone@bigpond.com](mailto:robbo.tone@bigpond.com)



STRIPPING

POLISHING

REPAIRS

ELECTROPLATING

POWDERCOATING

FRIENDLY ADVICE

Don't ride all over Adelaide  
Visit our one stop shop

**D**  
**DELWAY**  
**METAL FINISHING**  
SINCE 1987

30 CONMURRA AVENUE  
**EDWARDSTOWN**

PHONE 8277 0603  
**WWW.DELWAY.COM.AU**  
VISIT US ONLINE OR INSTORE  
WE'D LOVE TO MEET YOU

**Motoblast Aquablasting**

**Brenton Roy**  
32 Gill St.,  
Rosewater, 5013

**0458 571 436**  
[Motoblast1@gmail.com](mailto:Motoblast1@gmail.com)

Post to us and we will return free of charge  
See website for details. [www.motoblast.com.au](http://www.motoblast.com.au)

### The Sidecar Adventure

The roads were good and we entered Singapore without any problem.

There was no camping ground on this crowded island, but we chose a patch of lawn in a secluded part of the parklands, pitched the tent and nobody bothered us.

We were very lucky as there was a Russian cruise ship in the harbour and in a weeks time it would be heading to Perth. "But what about our motorcycle" we asked. Oh "we are a passenger liner, we have no cargo holds" they said "can you load it on the deck?" I suggested. "Pay ten pounds and we'll load it onto the foredeck". And that's where it spent the voyage, covered in canvas and lashed down to the front deck of the ship.

Getting off the docks in Fremantle proved a breeze. At that time there was no import duty on motorcycles. Only quarantine insisted upon inspection, but that wasn't a problem as I'd high pressure cleaned under the guards in Singapore.

We were now faced with the longest stretch

across a single country covering very sparsely populated land to reach home in Adelaide. We had smooth, newly laid bitumen as far as the border with South Australia, but beyond there it was bull dust and corrugations for two hundred miles. At 30 mph I stood up, sat down, tooted the horn, turned lights on and off and sang songs to the desert. It was very a tedious 8 days. One sidecar mount broke free of the frame, but the other three held fast. We rolled in to Port Pirie on Easter 1972 and joined dozens of other motorcyclists there in the camping ground for the Easter race meeting. I don't think anyone really believed our story about motoring in from London. It was an anticlimax to our five months of adventure.

Home in Adelaide at last, I delivered Hellina to her parents house in Taperoo and I returned to my Grand-parents house in Black Forest where I'd been a boarder during my time at University.

Two months later we were married. Today, almost fifty years since our London departure, I still have the same bike and the same wife----

*And she is an excellent cook.*

**Geoff & Helen Barnes**

## Britbikes

**Over 25 years experience**

**Specializing in Triumph-Norton-BSA Motorcycles**

**1950's thru to 1970's**

**Complete motorcycles and spare part (LARGE RANGE)**

**Also basket cases and project bikes**

**C.O.D Australia wide**

**Unit 5 5-9 Kingston Ave. Richmond SA 5033**

**Mobile # 0408833511**

**E-mail. [murray913@internode.on.net](mailto:murray913@internode.on.net)**

**For Sale**

**1960 S.A Police A10**– Purchased from John Simpson & Kevin Patterson .This bike has been in The BSAOC for twenty years .\$14000 negotiable

3 Jackets,Gloves,2 pair of boots,2 helmets (with lift up faces) 2 pairs of Dragging jeans (only used ones )

For any of the above items please contact **Robert Underwood mob 0407791888**

**1957 BSA Bantam SH** restored . Battery ignition \$3000

Please contact **John Simpson for more Information on mob 0423 987 347**

**Wanted to BUY**

A65 Basket Case/Parts/1966 Frame (A50C). Michael Normington 0438 049 188

Friction Discs for Girder Forks and Steering Damper Disc

Bruce Colwell 0413 202 238

A65 rear foot rest Peg please contact Chris Magor mob 047543

Tank Badges for 1950 B31 (brass type)

Andy Jarrett 04177808059

1951 Gold Flash A10 Battery Holder & Air Filter Assembly

Please contact Russel Mob 0418331491

**'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' or the back-up trailer which ever is nominated at the beginning of the run, to pass. This way the run leader will know that all corners or change of directions are covered. This should ensure that the run stays together.***
- ♦ ***No individual deviation from the designated run unless first advising the leader & Tail End Charlie - stick to follow the leader.***
- ♦ ***Where possible lead and tail will wear Hi-Vis jackets.***
- ♦ ***These guidelines are set down to keep the runs running smooth, please adhere to them for the benefit of all riders and accompanying cars including the back up trailer.***

# Good Health

EDITED by TIFFANY DUNK

Your guide to the latest health news and breakthroughs, fitness tips and wellness trends to help keep you and your family happy and healthy.



## \$16.2 MILLION

is the impressive amount the *Australian Women's Health Diary* has raised to date for breast cancer research! For 23 years, *The Weekly* has proudly partnered with Breast Cancer Trials to produce this annual diary, which features facts, tips and reminders that every woman needs. Grab your 2021 copy at your local newsagent or head to [magshop.com.au](http://magshop.com.au)

## Cheer up!

Feeling down? Cracking a smile – even when you're not in the mood – has been scientifically proven to increase your happiness! "When your muscles say you're happy, you're more likely to see the world around you in a positive way," lead researcher Dr Marmolejo-Ramos says of the University of South Australia's breakthrough study, which confirms the act of smiling tricks the brain into taking on an emotionally positive state.

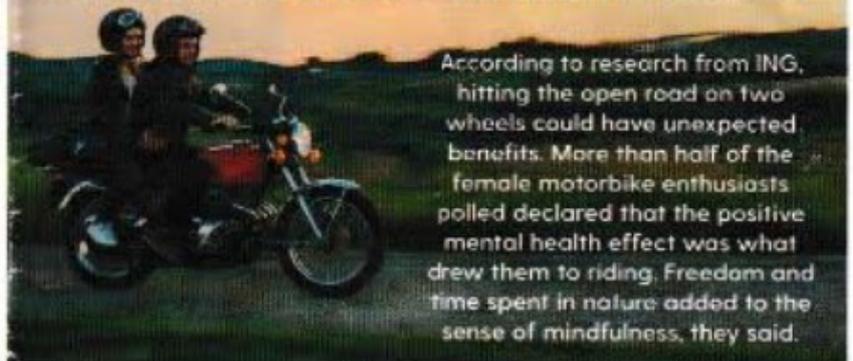


### Natural swap

Free of plastic, latex, silicones and parabens, these hypo-allergenic, vegan, cruelty-free bamboo bandaids from Aussie brand Patch are suitable for the most sensitive of skins. Best of all, they're biodegradable and compostable after use. \$6.99 for 25. [patchstrips.com](http://patchstrips.com)



### Motorbikes for mindfulness?



According to research from ING, hitting the open road on two wheels could have unexpected benefits. More than half of the female motorbike enthusiasts polled declared that the positive mental health effect was what drew them to riding. Freedom and time spent in nature added to the sense of mindfulness, they said.



## SHANNONS BRITISH AT THE BEND

Sunday 14th February 2021 at The Bend Motorsport Park

In 2021, The Bend will play host to a collection of the best British cars, motorcycles and working vehicles, across a themed and multidisciplinary celebration of the finest automotive brands and vehicles, both past and present, that Britain has to offer!

Shannons British at The Bend will also feature displays of the latest British cars and motorcycles from manufacturers and dealerships, British food and beverage favourites, and other side shows and activities.

