

BSAOC of QLD, Inc.  
P.O. Box 714,  
Runaway Bay  
QLD 4216.

**The Club Ride and  
Monthly**

**Meeting is on the second  
Sunday of the Month. This Month it is  
Sunday 10 August 2008. Start time 9:30AM**

**Meet at the Treasure Island Resort Labrador.**

The Rocket is the monthly publication of the BSA Owners Club of Queensland. Articles in the publication are not necessarily the opinions of the branch committee but are articles submitted by the members. Articles, contributions and photographs are welcome and encouraged. The Branch Committee reserves the right to reformat, typeset, copy, exclude edit, or omit all, or part of any contribution as deemed necessary

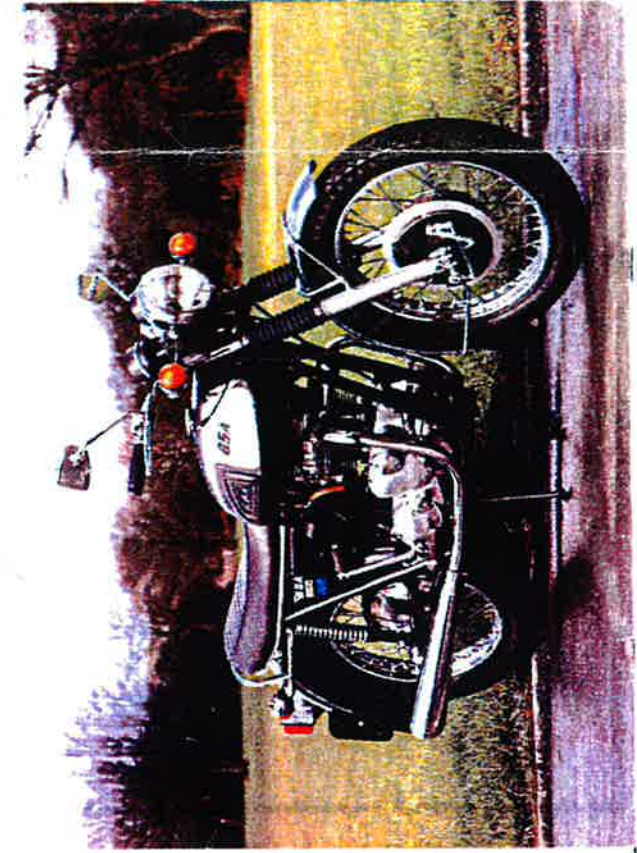
**Don't Forget Your National  
Rally  
5/7 Sept 2008  
Here on the Coast**

**NOTE NEW  
STARTING POINT  
AT TREASURE  
ISLAND RESORT**



# THE ROCKET

Monthly Newsletter of the BSA Owners Club of Qld. August 2008. Volume : 3. Number : 8



IS THIS A  
**TRIUMPH**

OR A



**SEE  
INSIDE  
FOR THE  
ANSWER**

**B.S.A. Owners club of Queensland**  
Incorporation no 1A34368  
P.O box 714 Runaway Bay Qld 4216  
**MEMBERSHIP APPLICATION**

Name .....

Address .....

Postcode..... Phone No. ....

Fax No. ....

Email Address .....

**MACHINE REGISTER**

MAKE ..... Model ..... Year ..... Condition.....

1 \_\_\_\_\_

2 \_\_\_\_\_

3 \_\_\_\_\_

4 \_\_\_\_\_

I have read the B.S.A. owners club of Qld inc. constitution and agree to its conditions.

Signed ..... Date .....

Membership is \$35.00 per Year. Cheques made payable to B.S.A, owners club I would like to renew my membership of the B. S.A. owners club of Queensland Inc. and agree to accept the conditions and regulations of the club constitution.

Signed ..... Date .....

Proposed ..... Seconded.....

Office use only  
Secretary ..... Treasurer ..... Membership secretary

Date ..... Receipt No. ..... Signed



**BITS & PIECES FOR SALE WANTED OR SWOPI**

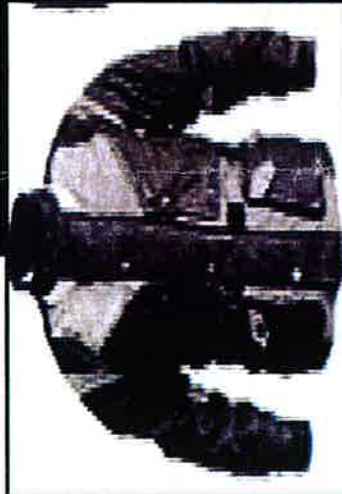


**CAN YOU HELP MARK GET HIS BIKE READY FOR THE RALLY?? HE NEEDS URGENTLY THESE BITS FOR**

**HIS 1942 M 20 !**

Speedo, Drive Side stand & clip. Rear Stand. Horn Bracket. Tool box .

**CONTACT MARK ON; 0746328026**



**DRIRIDER EXTREME**

**RIDING GEAR FOR SALE MOTORCYCLE JACKET SIZE**

**54/44XL** Colour: Black with a little Grey. Jacket features include: 500 denier outer Cordura fabric, heavy duty construction. 100% water-proof and 100% breathable Re-issa Powerskin membrane Re-



movable body armour to shoulders, back and elbows. Reflective safety badging and 3M scotchlite reflective material All pockets, are zip with Velcro and studs. Adjustable belts to body waist and sleeves Zip removable polar fleece neck warmer elasticised Velcro closing sleeves with polar fleeced cuffs and hand warmer pockets Zipped vent flaps front and rear The combination of Cordura, fully removable neck warmer, makes this jacket perfect to use in winter and the ventilation strips perfect for summer. As new, this jacket has hardly been used and is in an excellent condition

with no marks or tears.

The leggings are new and unworn, and have cold weather, zip in/out, inner thermal liner. These suits retail new for approx \$650

Offered for sale at **\$350.00 (ONO)**

**Call the old fart on 041779198**

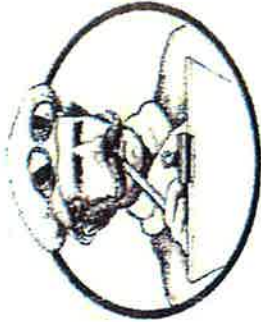
**THE OLD FART EDITORS CHATTER**

**Hi Beezer Boys and girls.**

Hi Guys and Gals. The Golden Flash which was owned by a member of the Velocette owners club and was advertised in last months mag sold. So if you have anything that you wish to sell or source please give me a call and an ad will be placed FREE for you. This month we have another superb BSA for sale together with a "As New" riding suit. Our ads are very successful so **please use this service.**

You will note the question on the front page. Our newest member, Bob Boshell, who works with the "Old Fart" and is a died in the wool Triumph man has seen the light and bought a BSA. At last he is showing some real taste in bikes. Anyway this particular model is a "One Off" in as much as it is a rebadged triumph and as such is unique. So Bob decided to acquire it and restore it for its scarcity value. It is scarce, so far he has found three in Oz. Apparently there were 30 shipped to Oz with the rest being a shipment to, we believe, a middle East (Jordan) police force. If anyone reading this has any information on his model or parts please let the Old fart know and he will pass information on to Bob.

Towards the back of the newsletter is an article on the Tribsa that Bob has just acquired. It is reproduced from an article published in the UK magazine Classic Bike of July 1986. **Please enjoy!**



I hope that all of you have now registered for the event of the decade, our National Rally, you have, haven't you? If not please, **JUST DO IT.**

Don't you just love it when your Beezer starts! .....

.....first kick is even better

**The Old fart** John Simpson



## THE PRESIDENTS PIECE

Nine bikes set off on our Sunday run ,13th July. Weather looked a bit dicey but the clouds held off ,even some sun shone as we moved along. This ride was a dress rehearsal for the Sunday Run of our up-coming Rally in September and we followed the route from the Treasure Island resort in Brisbane road and returning there, approx four hours later and approx. 140 Kms. The scenery should please our interstate visitors, especially along the ridges of Beechmont and lower Beechmont. The first section took us over Hope Island, onto the M1, off at Exit 45(Ormeau) and to Alan Wilkie Bridge. After a stop here we regrouped and moved on past Canungra, past the army camp and up to the Beechmont School which will be our second stop for a light lunch break on the Rally Sunday. Today we stopped in the park next door to the school and held our usual short meeting . Our rally numbers are slowly increasing,40 bikes registered to ride and 57 attendees so far .Increasing economic costs, particularly fuel, are affecting our planned numbers but, possibly, we may finish with some 60 bikes and 80 odd people so it should still be a good week-end, with two planned rides and the Show and Shine on the Saturday afternoon. Augusts' Club run on the 2nd Sunday of the month will be a dress rehearsal of a shorter run, with the older bikes in mind, to be used on the Saturday morning of the Rally, make an effort to attend and keep in touch with the Club plans and happenings. Until then, keep well and travel safely



President Bill.

## THE SECRETARIES BIT

Beezer Boys the days are counting down to the 1st. BSA National Rally to be held in Queensland, only about 4 weeks left or 28days. Guess that many have not go their Entry Forms in yet, how do you think the committee can work out the numbers for food and regalia etc. our beloved Treasurer is having night mares!!!!!! Please get your forms in.

The Program for the Rally has finally been settled {I think}

Friday:- is Rego Day from about 12noon on and get to know each other and look at the different bikes,{Possible ride of about 10 Km to test your bikes??} Dinner.

Saturday:- Breakfast of course, 1st ride to start at 9-30 am to Jacobs Well, Cabbage point, Boat yards, returning Via Hope Island to the Treasure Island. Clean your Bike for Show and Shine at 2pm. later hand out Prizes to winners.

Then of course Dinner.

Sunday:- 1st up Indy ride. {note the time please 6 am. no questions} about 1 hour return for breakfast. 9.30 am. The long ride {about 165 Km} returns to Treasure Island. 6.30 pm final dinner and a fun night for all.{ if all goes well we hope, or something like that????} Fred Jupe sec.

## More about improving your A10.

### Battery Holder Modification

The following modification Has been developed to aid A10 owners in keeping their A10 batteries in a fixed position.

The battery holder modification is simple. For the late A10 battery trays that have stamped out half-round ears at the bottom, simply grind off the ears. Use 1/16" thick sheet metal and cut two (2) pieces 1" X 1.5". Weld these in place of the original ears with the 1.5" side in the vertical. It holds the battery from moving in the lateral direction.

The new replacement batteries for the original Lucas MLZ9E battery are not identical in size (thinner in the fore-aft direction). To solve that, it is suggested that we use sheet rubber in the front to "shim" it from moving and another piece under the wire clip in the rear. Seems to keep the battery captive. So go for it A10 owners!

### Clutch

The clutch is the standard 4 spring item for 1961 but I use Surfex plates and make sure I remove all the burrs from the plain plates to stop them scraping away the friction material from the friction plates. The clutch pushrod is cut in half, a quarter of an inch removed, both ends hardened and a quarter inch ball bearing, suitably greased, placed in between both halves. This allows the rod to spin and stops it wearing away or heating up with friction at the pressure plate, this also allows easier gear changing.

### BITS & PIECES FOR SALE WANTED OR SWOP!

For those

Difficult parts to find call Pat Ernst on

0418-763-303

Pat has a vast range of older British Motorcycle spares, some new, and some 2nd hand. All makes including, but not limited too, BSA, NOR-  
TON, Triumph, Matchy etc so why not give him a call. He will, most probably have the part that you need.

time, extra machining was required to fit the old-style drum.

In fact the later design, replaced by a disc brake for 1973 on the 750cc twins and triples, is generally reckoned to be inferior. The amount of lever pressure required is excessive, while the unit is prone to fade.

Stranger than fitting that brake, is the escape of one machine from the batch exported. Both Harry Woolridge and Peter Glover describe this as rather odd. The bike was first registered in April 1974, having been sold by Slocombes of Neasden in North London.

Having been left behind at Meriden, the BSA may then have been trapped there by the workers' blockade which commenced with the abrupt announcement by NVT of Meriden's closure in September 1973. A truce in the bitter hostilities allowed some blockaded twins to leave in March 1974. Certainly I can recall Slocombes selling many Triumphs that had stood for months at Meriden. Brian Slocombe told me that the T65 was a one-off for his firm.

Owner Brian Relph is a second-generation Independent Television News dispatch rider from Surrey with a stable of BSAs. He bought the 650 from Mottingham motorcycles in South-East London during 1985. With just two previous owners and under 7,000 miles on the clock, it's in immaculate and original condition.

Having solved much of the mystery of the T65, certain questions remain to be answered. Where were they bound? And what became of the other 263 machines?

Brian Relph is delighted with the BSA, partly because he had experience of TR6 Triumphs at ITN. In spite of a predilection for BSAs, therefore, he prefers Triumph's unit twin engine. So the T65 represents the best of both worlds.

And besides, he's discovered that it can be fun to own a machine which has so many people scratching their heads.

**AND THAT IS EXACTLY WHY OUR NEWEST MEMBER,  
BOB BOSHELL  
HAS ACQUIRED, AND IS CURRENTLY RESTORING THIS  
MACHINE TO PRISTINE CONDITION.  
MAY THE CONTROVOSY RAGE ON AND ON.**

## Minutes of BSAOC of Qld. Monthly meeting held on the 7th July 2008 at Beechmont Park

Open:- At 11.45A.M. 12members . opened by the President Billy Apologies:- Terry. John. Phillip.

Minutes:- Moved Mike and seconded Harry the June minutes be carried. Past.

Correspondence:- {1} Monthly Link From M.E C. Gold Coast

{2} Online Torque Email re Leathers for sale

{3} Domi Racer . Parts for sale.

{4} Motor cycling Queensland monthly New Letters

{5} Club Manual Motorcycling Qld

{6} Rally Entry Form returns

Moved Robert seconded Micheal..

Treasurers Statement:- As at the 10/7/08

Main Account.....Pass Book \$2820.71

P cash 64.20...\$ 2884.90

Rally Acc..... Passbook \$8675.10

Rally Banner \$340.00...\$8335.10

Income:- Rally Entries Bike 40. Attendees 57.

Moved Colleen. Seconded Pat. carried

General Business:- {1} Moved by Robert Billy to be Lead Rider for Rally and to adjust speed to suit . Second Pat. Carried.

{2} Lunch to be at Beechmont School about at about 11.30- 12-00 noon.

{3} Sat. ride to be the short ride with Show and Shine in evening moved Pat sec. Robert

{4} Meeting at Mikes 3pm, Sat. 19th. July re. re Show and Shine sections.

{5} All BSA bikes to be included in Show and Shine weather ridden or not

No further business meeting closed at 12-45 pm.

**Fred Jupe Sec.**



The Queensland BSA Owners Club  
Requests the Pleasure of the Company of YOU.  
Your Wife/Partner and/ or Family at :

The 4th BSA National Rally  
5th to 7th September 2008 on

**THE FABULOUS GOLD COAST**  
FOR DETAILS GO TO THE WEB SITE



### Members Bikes

This is a beautiful 1938 Gold Star belonging to our competent Dating Officer Mike Reilly.

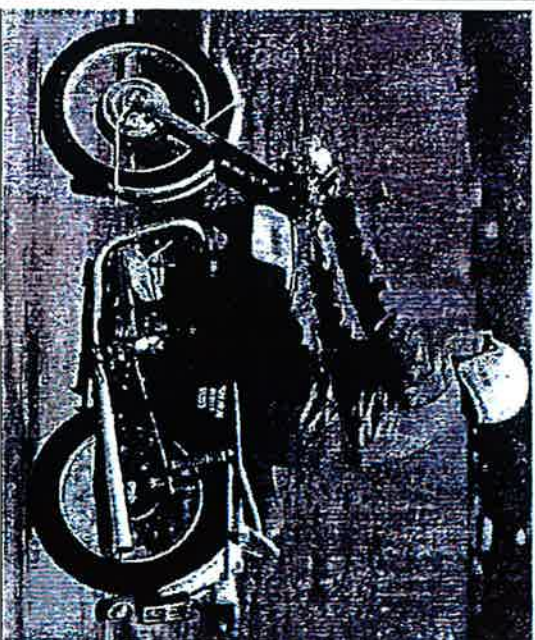
If you need to get your machine dated for registration or any other purpose please call Mike. His details are in the inside front cover along with other club officers.

Please send photos of your "Pride and Joy" together with a brief history of your bike and we can include it in future issues for all to enjoy.

**Some thoughts from the South Australia BSA owners' club.** People are like motorcycles, each is customized a bit differently. Always back your bike into the kerb and sit where you can see it. Young riders pick a destination and go..... older riders pick a direction and go. Respect the person who has seen the dark side of motorcycling and lived. The only good view of a thunderstorm is in your rear vision mirror. You start the game of life with a full pot of luck and an empty pot of experience. The object is to fill the pot of experience before the pot of luck runs out. Most motorcycle problems are caused by the nut that connects the handlebars to the saddle.

Regards, Colleen

But orders must be honoured, and this was a substantial export demand for BSA twins. And BSA's they were, even if they had Triumph engines. Peter Glover, whose office as BSA's overseas sales manager had moved from Small Heath to a Portakabin at Meriden, cannot recall the destination of the T65s. He is certain that it was not an order taken on one of his globe-trotting forays, but he suspects that they were hound for Nigeria or possibly Saudi Arabia.



model year. But what might confuse a private owner or dealer ordering spares wouldn't affect an institution with a single, identical batch of machines.

Harry remembers the T65s well, for he was one of two production foremen at Meriden in 1972. The batch of BSA's began the 1973 model year. Triumph changed over to making the new season's machines after the fortnight's break in which the factory stood idle. So you need to refer to frame and engine number prefixes — G for 1972, H for 1973 — rather than a registration date to identify model year.

The 264 BSA twins were built over the three days of the 15th, 16th and 17th of August. Brian Relph's with engine number JH15325, was one of the 77 erected during the final day's production. So they had the front forks introduced for 1971, which mated with the revised torque arm location of the conical twin-leading-shoe brake introduced at the same

Certainly they were destined for an institutional customer — such as the Nigerian Air Force police— which helps to explain the use of the older front brake. Harry Woodridge, now the friendly face behind the spares counter at Les Williams' factory unit in Kenilworth, Warks, makes the point that Triumph were religious in maintaining the uniformity of machines within a



## STUD ROOSTER

A farmer went out one day and bought a brand new stud rooster for his chicken coop. The new rooster struts over to the old rooster and says,

'OK old fart, time for you to retire.' The old rooster replies, 'Come on, surely you cannot handle ALL of these chickens. Look what it has done to me. Can't you just let me have the two old hens over in the corner?'



The young rooster says, 'Beat it: You are washed up and I am taking over.'

The old rooster says, 'I tell you what, young stud. I will race you around the farmhouse. Whoever wins gets the exclusive domain over the entire chicken coop.'

The young rooster laughs. 'You know you don't stand a chance, old man. So, just to be fair, I will give you a head start.'

The old rooster takes off running. About 15 seconds later the young rooster takes off running after him. They round the front porch of the farmhouse and the young rooster has closed the gap.

He is only about 5 feet behind the old rooster and gaining fast. The farmer, meanwhile, is sitting in his usual spot on the front porch when he sees the roosters running by. The Old Rooster is squawking and running as hard as he can.

The Farmer grabs his shotgun and - **BOOM** - he blows the young rooster to bits. The farmer sadly shakes his head and says, 'Dammit....third gay rooster I bought this month.'

Moral of this story? ...

Don't mess with the - **OLD FARTS** - age, skill, wisdom, and a little treachery always overcome youth and arrogance!



## HMCCQ Brisbane Area presents

### THE PHIL IRVING CONCOURS



To be held in

Conjunction with  
Yeronga State School  
122 Park Road, Yeronga



**Saturday 30<sup>th</sup> August 2008**

Classes to be judged include:

Veteran, Vintage, Post Vintage,  
Post War, Historic

*Schools choice*

Best Triumph, Best Vincent, Best AMC, Best non-British  
*plus* The Phil Irving Trophy for the overall winner.

**Bike Entry: \$5**

Registration: 8am – 9.30

*Entrants are invited to participate in a parade of machines from  
12 noon when judging will finish,  
followed by awards presentations from 1pm*

*Machines removed from 2pm*

**Contacts: Ian Mould (H) 3284-9258 (Mob) 0422 979 379  
Bruce and Wendy King 3847 8698**