



*"Who needs reindeer?"* Not when you have a fleet of Ariels you don't. Photo used with the kind permission of CVMG Member Ted Olver. Lead reindeer...er...Ariel, is a 1937 Ariel 500 cc Red Hunter. Photo by Bryan Olver.

## *Greetings of the Season*

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## 2023 UPCOMING BMOC ACTIVITIES

A bit early to say, but we'll put as much as possible in the next issue, and of course there will be minutes and emails.

Just scheduled: The annual New Year's Day Ride—weather permitting—with ride captain Nigel Spaxman. Meet at IHOP, 514 8th Avenue, New West. More news online.

AND, mark your calendars—it's back on! (at least until they change their minds, like they did with Ontario last year) - the **2024 Motorcycle and Powersports Show** at Tradex **January 12-14**. As noted in the minutes, we will not have a table unless the price goes down—A LOT. But still... MOTORCYCLES! ... head out and enjoy. You can already buy tickets! <https://motocanada.com/shows/vancouver>

And you have already got the email ... the Vancouver ABFM (May 18) will be featuring **Triumph cars and bikes** at the 2024 show at VanDusen Botanical Gardens. Mark your calendars now so you don't plan something else...

As always, email and website notification of upcoming rides or events will be circulated as and when conditions allow. Please refer to latest Executive Minutes for current proposed events. See Calendar of Events on our website [BMOC.ca](https://www.bmoc.ca) updated as required.

**MEMBERSHIP DUES**—\$25.00/Year (**April 1st to March 31st**). USA \$30.00, Int. \$40.00 If your bank/credit union has Interac (and almost all do these days) **and** you do online banking, you may send your payment to [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com). Make cheques payable to BMOC and mail cheque to BMOC, 3722 197 Street, Langley BC V3A 1B3. Foreign cheques add \$5.



## BMOC Executive 2023-2024

**President,** Nigel Spaxman (email coming)

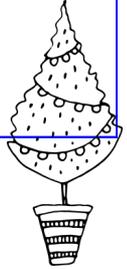
**Vice-President:** Erin Reddy (email coming)

**Secretary,** Erin Reddy: [secretarybmoc@gmail.com](mailto:secretarybmoc@gmail.com)

**Treasurer,** Elizabeth Trevisan , [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com)

**Review Committee:** Jim Underhill, Todd Copan, Eric Hutton, Lionel King, Derek Dorresteyn and Rick Freestone

**Okanagan Chapter leads:** Nigel Whittaker [nigel.whittaker@hotmail.com](mailto:nigel.whittaker@hotmail.com) and Tony MacNeill [sixofsix@telus.net](mailto:sixofsix@telus.net)



## Meetings

General meetings are held monthly on the second Thursday at 7:30 PM at the Burnaby Rugby Club at the east end of Sprott Street one block east of Kensington Avenue.

The West Coast British Motorcycle Club (BMOC) was established in 1985 and is a registered not for profit society dedicated to the preservation, restoration and use of British motorcycles. Our newsletter, **Good Vibrations**, is published five times a year and is intended to inform and entertain our members. Articles appearing in this newsletter do not necessarily reflect the opinions of the BMOC. Technical tips, views and opinions expressed in this newsletter are those of the authors and do not necessarily represent or reflect the position or policy of the editor or any other BMOC officers.

We welcome all contributions from our members. “Want” ads and “for sale” ads are free to members. They must be limited to motorcycles or motorcycle related items. “For Sale” ads are printed with the good faith that the seller’s description of the goods is fair and accurate. **The BMOC assumes no responsibility for the accuracy of the advertisements.**

Visit the BMOC website, [BMOC.ca](http://BMOC.ca) for a full colour version of the *Good Vibrations* and the latest event calendar. Help us keep in touch. If you have changed your mailing address, phone number or email please inform the Club Secretary.

BMOC is a member of and supports AIM and BCCOM.



## President's Message

You must be surprised because you probably thought this message would be from Joe Li. Joe resigned from the position of President on December 6<sup>th</sup>. As Vice President I now have the privilege of becoming the President. Joe said the job of President was ruining his health. Joe did a really great job as President last year, but it was a hard job for him. I am sure if someone else had stepped forward at the AGM Joe would have deferred to them as he would rather just be a regular member. The club means enough to Joe that he was willing to step forward to take on a job he didn't really want. We have a great team in place this year to carry on. Erin Reddy who is already our secretary, has volunteered to be Vice President, and continue as secretary. Being secretary is a more important and complicated job than being Vice President. It is already apparent to this new executive that she is doing a fantastic job. Rick Freestone will fill up the executive by filling a position on the review committee. A big thank you to Joe for the wonderful job he did last year.

I want to keep the club going, because it is a club I have enjoyed for most of my adult life. I was member #14 of this club. I want the club to continue just so I can continue to enjoy events with my friends in this club, but also because I would like to encourage others who want to enjoy motorcycles the same way I do.

The Christmas Dinner is a traditional BMOC event. In the early years of the club we used to meet in December at the On Tea Garden Restaurant in Chinatown. We liked that place because they didn't mind if you brought a case of beer and kept it under the table! The Christmas dinner evolved over the years, but I think for around 20 years now it has been about the same as what we did this year on Dec 3<sup>rd</sup>. The dinner is potluck style but the club provides Turkey and a Ham. Penny Freestone organizes everyone else to bring a wide variety of other food in the right quantities to make a really nice Christmas feast. This year was a bit different because we decided to have this feast around lunch time. It worked out great. As has quite often been the case over the last decade, Jim Bush obtained the ham and cooked that, and



Jim/Nigel S. carving, © Matt Bush

I bought the Turkey and cooked that. Jim and I both look forward to this task. In the attached picture you can see how much we enjoy carving this meat up ready for consumption. Two different members told me the Turkey was the best they had ever had in their life, and the ham was fantastic as well, I have not had better.

I hope we can go on with this tradition for many years to come and also continue with our other typical annual events and traditions as well as coming up with a few new unique ones. Soon we will be publishing our calendar of events for 2024 so you can start planning how you are going to participate.

*Nigel Spaxman*

## More about Christmas parties



*The Vancouver Group photo © John Pantherbone*

The Vancouver Christmas lunch was well attended with 46 members and family, friends at the Burnaby Lake Clubhouse. Penny Freestone organized members contributions with the pot luck aspect. The spread of side dishes and desserts was amazing. Nigel Spaxman and Allyson MacDonald prepared a stuffed and roast turkey with gravy. Jim Bush prepared and carved a ham. Elizabeth Trevisan prepared individual Tiramisus that were a big hit. Special appearance by Bob Wheeler whom we haven't seen for quite a while due to health issues. Members of the Year Award went to Penny and Rick Freestone (see photo back page). We had a live auction of 2 Norton books and raised \$41.50. There were also a selection of door prize draw items that brought a few smiles. It was another grand BMOC event. Thanks to those that helped with putting this together. *(Report by Jim Bush)*

The Okanagan Chapter had their Christmas party at the El Dorado Hotel whiskey bar, with around 22 attending. They had a very popular Secret Santa event and debuted their new Okanagan Chapter tee shirts.



Okanagan photos © Pablo Picante

## Words from the (New) Ed

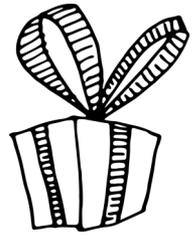
Hello BMOC members and welcome to my first issue as Editor of this fine publication.

Some of you, if you are also members of the CVMG, know me as past Editor of the CVMG News. I gave up that challenging job for various reasons I won't go into here, but part of it was getting out a big 40+ page issue every month.

My editorial style is a little "different", than you might be used to, but change can be fun, right? And don't worry – all your submissions will still be covered. And speaking of submissions, I was told that the newsletter was "**very well supported**", so assuming that isn't just a bribe to attract a new editor, send your tales, tips and tribulations to me any time. Ongoing projects... we can all learn something and of course opinions although I reserve the right to keep the newsletter civil and respectful!

My editor email (yes, it's new) is [gveditor@shaw.ca](mailto:gveditor@shaw.ca). My postal address, should any of you prefer to send handwritten or typed material, or slides or photos (which I will scan and return) is: Shona LaFortune, PO Box 1364, Lillooet BC V0K 1V0.

I have lived in the gorgeous village of Lillooet for over a dozen years. My hobbies include photography, CGI, painting, sewing, spinning, knitting and other needlework, gardening (including deer proofing—hahahaha) ... phew. And riding, when I get a chance... Then there are oil changes and other maintenance and repair work, but unlike some of you talented people, I don't count those so much as "hobbies" as "*necessary chores because the nearest mechanics are hours away and they won't work on old bikes anyway.*" (OMG you should see the towing bill when we have to get professional help—not pretty).



The theme for this issue is Christmas ... timely or not...but I hope you all get/got nice parts, manuals, tools and (oh wouldn't it be nice) bikes under the tree.

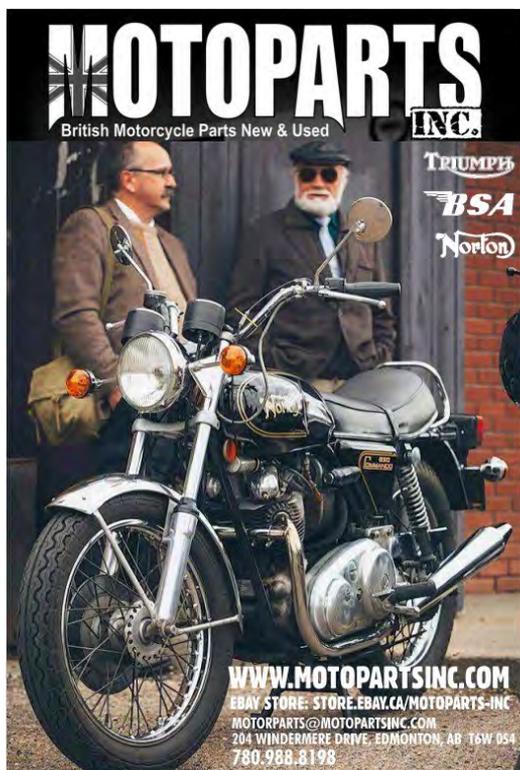
*Shona*

PS—By the way, I **hate** ampersands ("&") except on the rarest of occasions, so expect them to be changed to the word "and". I try to catch spelling mistakes too, and adjust punctuation (all part of "editing, right?") ... but don't worry, I won't change your wording, unless it doesn't make sense, in which case I'll check with you first. That is all.

## 2023 Vincent Rally *by Nigel Spaxman*

I have been a Vincent rider for about six years now. I wanted a Vincent since I first heard of them. For someone who likes British machines they are one of the ultimate machines. My Vincent was built over a 13-year period starting with a pile of junk. I enjoy the basic engineering of these motorcycles. Motorcycles combine engineering and art in a beautiful way. Motorcycles are also an excellent vehicle for adventure. Vincents not only are a pinnacle of the art and engineering of motorcycles, they are also a great touring motorcycle. They have a very solid design, that with only slight updates are as useable for touring as a 1980s BMW. I don't think more modern bikes have any advantage as a touring bike over a 1000cc BMW from the 80s. If you read to many magazines, you will think you need 100 or 180 HP, you don't, 60 or 70 horsepower from a low revving 1000cc twin is perfect. I don't think there is any other 1948 motorcycle that can be used as well in this way. So when I first heard that there was a plan to have the next Vincent International Rally in California, I was sure this would be an event that I could not miss. This event was going to combine everything I like about motorcycling. This would also be the longest vacation I had ever taken during my working life.

I had already put about 20,000 miles on my Vincent. It is a non-matching numbers Rapide, with the engine painted black to look like a Shadow. Although it's start was a pile of junk, the machine is mechanically close to a new motorcycle. Every bearing has been replaced, all wearing parts have been refurbished or replaced with new, with lots of typical mechanical up grades done. For the trip I had a short list of improvements I wanted to make. I decided to add turn signals and some better rear lights. There was also a problem with the rear shock absorber that had to be fixed. Apart from that it just needed new tires. I performed those tasks and then Allyson and I took the bike to Long Beach Washington for a short holiday to make sure everything was as it should be. The



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only problem on that trip was a slight issue with the new turn signals. With that fixed we were ready.

Our plan was to ride on our own down the coast meeting with friends along the way. A lot of people from the Vancouver Section of the Vincent club would be travelling along the same route at around the same time. We were able to ship two small bags with extra clothes down in Jim Bush's trailer. That was a really big help as our luggage space is limited. It would take us about 5 days. Allyson is the navigator. She planned a route each day that would avoid major roads as much as possible. I guess there are some machines that are made for the interstates. We don't care about that type of riding. We are very used to the ride down to Long Beach Washington. When we travel that way, we nearly always leave the I5 at Bellingham and then travel down Chuckanut Drive to Whidby Island. Then we take the ferry across to Port Townsend and take 101 and backroads down the Hood Canal. This way we think our holiday starts as soon as we leave I5.

Travelling this route, we spent our first night at Astoria Oregon. This is about a 300-mile ride and we find that is about right. On this trip we planned on staying in motels and hotels all the way down to California. The next night was Coos Bay Oregon. At Coos Bay we met up with an amazing group of eight Vincent riders, who had ridden all the way from Maine with an amazing support crew. They were on a ride organized by Richard Asprey called the *Vincents Across America Ride*. They were traveling in style with two chase vehicles with trailers. They had their own motorcycle mechanics and drivers and were having a great time. We continued travelling for the next few days with our small group, usually Jim Bush, Ian Wylie or Kevin Jardine and meeting the bigger group each night. Our next stop was Garberville California and after that Monterey, the final stop before the first rally stage that was held at Ventura California. There were a lot of beautiful motorcycle roads on the way down, but for me the day that stood out was the day travelling from Garberville to Monterey. We rode for a while on highway 101. Then we left Hwy 101 at Legget and travelled on California Hwy 1. The first part of this road has about 300 turns in 22 miles of riding up and over a few small mountains. Many corners had signs "15 MPH" This is my favourite type of riding; then we rode along the coast, eventually going over the Golden Gate Bridge into San Francisco and then followed Hwy 1 down to Monterey.

One more day of riding and we arrived at the rally hotel in Ventura. Arriving at the hotel we were greeted by many Vincent enthusiasts. One of the other things I like about motorcycles is the people. People who like riding, restoring, and collecting old motorcycles are some of the most interesting people I meet. Everyone there has interesting stories etc. We stayed in Ventura for 5 nights. While there, we went on some rides and visited some private motorcycle and car collections. One of the highlights of the trip was a visit to Jay Leno's garage. Really a lot of the other collections were just as interesting, although none was as large and all encompassing as Jay's collection. In order to impress people what an amazing

trip this was all I have to do is mention that we visited Jay Leno's garage and also mention that Jay showed us around his workshop himself.



*The tour group at Jay Leno's garage.*

Jay knows every vehicle in his collection intimately. He has most of them ready to drive right away. He is a gear head just like most of us. His garage is just like it seems when you watch his show on YouTube. Nothing there surprised me at all because I had already seen about 90% of it on TV.

The next official part of the Rally was in Cambria California, but there were a few days in between where there was nothing organized. A lot of people (including all the BC folks) decided to stay at a hotel in Arroyo Grande, which is right near Pismo Beach. It was a less formal place where we had tailgate parties every night.

One of the highlights for me while there was riding Laney Thornton's Vincent. His Vincent is a beautiful work of art. Everything is very subtly modified and customized. The degree of finish on the whole machine is like a show bike. The most amazing thing is how beautifully the whole machine works though. He is known for providing special modern suspension units to bring the Vincent's ride up to modern standards. His bike has some prototype units with remote reservoirs that he has never sold to anyone else. His bike also has a bored out 1200 cc engine with a 5 speed gearbox and electric start. My first impression of his bike was how smooth it was. The engine, clutch, and gearbox were perfect. The suspension was great as well. Laney was also interested in riding my bike, for two reasons. He wanted to test my suspension which has front and rear AVO dampers. He could see from the way Allyson and I ride this bike that the suspension works. These AVO shocks are less fancy and expensive than the units he sells. I think he wanted to find out how good they were. He also wanted to test my brakes. He previously had the same 7" dual

leading shoe Speet brakes on his Vincent but he swapped them for the German made 8" dual leading shoe brakes. The trouble was after the switch he wasn't sure which brakes were really better. By riding my bike he could compare them back-to-back and so could I. His

impression was that the Speet brakes were better. I told him I knew why he thought that. The Speet brakes give a lot of stopping power with very little lever effort and generally stop the bike as fast as you want. The German brakes don't have as much initial bite, but when you really pull on them, they stop more



*Marty Dickenson's bike*

impressively than the Speet brakes. Really, I guess there isn't that much difference.

From riding Laney's bike, it has made me surer of some of the decisions I have already made about the next Vincent engine machine that I have already started building. I will provide details of that in future *Good Vibrations*.

The next stage of the rally was four nights at Cambria. A few other people joined us from our Vancouver Vincent section: Tony Cording, Howie Wong, Elizabeth Trevisan, and Eugene Nehring. The Vancouver section was one of the prominent sections in attendance. From Cambria there were quite a few rides planned, a few visits to collections, a visit to Hearst Castle, and the final day concourse and banquet.

There really is a lot of terrific riding in California. Some roads seem to have been made especially for motorcycling. We found that car drivers were very courteous to motorcyclists, usually pulling over on windy roads to let us pass, also lane splitting, and lane filtering is legal in California, and the California car drivers are used to it. There is also a very developed motorcycle and car culture in California. We visited a small collection of motorcycles and cars. There must have been about 40 beautiful bikes of all types. What really amazed me was the Jag. It looked like an XK120, but under the hood it had a V12 Jag engine with 6 double barrelled down draft Webbers, I think the chassis had more in common with an E type than the 120 but it was all put together as though it had just left the factory in 1954, but somehow with an engine from Jaguar's future. It was one of the most beautiful cars I have ever seen.



*The Rock Store*

The day after the concourse and banquet it was time to start the ride home. We did the return trip entirely on our own. For the most part we travelled the same way home. One of the amazing things was how much my riding skill had improved from a few weeks of riding on fast winding roads every day. When we did arrive back at the 300 curves in 22 miles part of Hwy 1 which I was looking forward to, I found instead of a very challenging road, I found it was just a great scenic drive. During the last three days of our return trip, we hit a bad storm, heavy rain and high winds made the ride a lot less fun, but it was still memorable.

The bike ran great the whole trip, 3800 miles. The only problems were a broken rear brake light switch, some problems with wiring to the rear light, and a few problems with my alternator drive slipping. On arriving home there were a few other problems found which if we had to ride for another few days would have needed attention. There was a problem with the rear fender cracking around some bolt holes, also the bolts that held the rear brake drum and sprocket had come loose and one broke. I think both problems have now been repaired in a way that should prevent them from every happening again in the future. On the rear fender where there were two bolts, there are now 6 with doublers on either side of the thin stainless fender. The rear brake drum is now held on by five 3/8" bolts in reamed to size holes instead of the original 5/16" bolts.

The whole trip was great. The bike proved it's a great touring bike. I think this bike is as good a riding and running Vincent as any others I saw. There were some much more historic and beautiful machines. But mine did stand out as a good one. Allyson and I know how to ride it and enjoy it as it was originally intended to be used. It was great to meet up with so many like minded people and enjoy the great roads and motor culture of California.

## 2023 Moto Giro d'Costa Del Sole by Alan Comfort

This year's Giro was strategically combined with the BMOC's annual Sunshine Coast Ride. Although the Giro was not an officially sanctioned or sponsored club event, it was well advertised at club meetings and by way of *Good Vibrations*, the club newsletter. Other advertising and promotions were limited to the distribution and posting of the iconic and eye-catching poster that was designed by BMOC member Bevin Jones. I printed about one hundred of these posters and gave them to numerous people who promised to post them at locations where motorcyclists are known to frequent. No Facebook page, no telephone/text number, no website or other social media platforms were available for potential participants to consult. Information was available only via email inquiries. And there were lots of those. It was simple and quick to send a response to all those inquiries and to obtain a good feel for the level of interest and number of potential participants.



The first task in planning an event like this is to select a date. It is nearly impossible to find a date in the summer months that does not coincide with one or more other motorcycle events that occur on almost every weekend between mid-May and mid-September. I looked at the various calendars of events and the lunar calendar. Noting that there no other local events planned for the last weekend in September and that the full moon occurred near that date, October 1 seemed like a good choice. Why the full moon? I have noted in my seven decades of observing the weather, it seems that the full moon draws cool and clear arctic air to the lower



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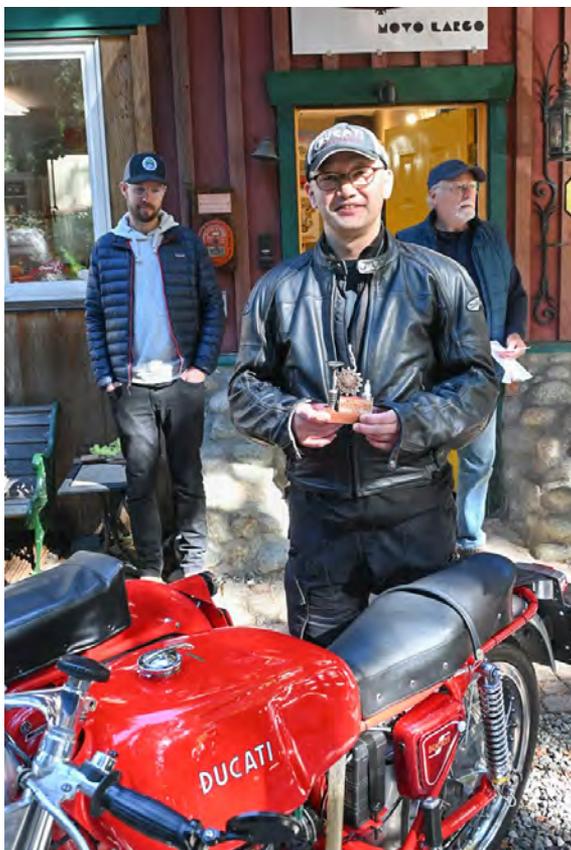
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latitudes on a more or less regular basis, so October 1 was perfect. And it turned out to be so. It was the perfect autumn day with clear skies and dry pavement. It was a little cool in the early morning, and an early morning start was needed in order to make the 9:45 ferry from Horseshoe Bay to Langdale. I believe that many BC riders think of early October as the beginning of the west coast rains and the end of the riding season. The number of motorcycles on the Horseshoe Bay x Langdale ferry was a testament to this last of the season ride opportunity. It was Reported that two full lanes on the 9:45 ferry were taken up by motorcycles and it seems that about half of those bikes ended up at the Moto Largo complex in Roberts Creek.

By 11:00 AM the yard was full of bikes and riders. Tire kicking and photography fueled by coffee, bacon butties and donuts was in full swing. Route sheets were distributed at 11:45 and the prize for best bike was awarded to Masato Shimura for his 1965 Ducati 250 GT. A nicely crafted trophy of re-cycled motorcycles parts by Comox rider Rob Wiens was the grand prize.

There were four ride options on this year's Giro. The main ride was to Egmont and back, about 140 km, rides to Tuwanek and/or Port Mellon (about 40 km each) were an option for riders who needed to catch an early ferry back to the Lower Mainland and a local ride around Roberts Creek was available for riders with smaller bikes that not able to maintain highway speeds. I rode my 50cc Honda NS50F on Port Mellon route so that I would not be too far from the chase truck should that service be needed. As it turned out, that service was required for a certain Ariel Arrow that left its pilot stranded in Port Mellon. It seems that the smoke



*Masato Shimura with prize-winning 1965 Ducati 250*



*Moto Largo fleet of Guzzi singles*

escaped from the little black box that told the coil when to send a pulse to the spark plug and the bike refused to start. Not a big problem: the bike and rider were transported back to Moto Largo and the Ariel rider caught a pillion ride to the ferry on a more functional Vespa. The Ariel was securely stored at Moto Largo until the errant parts were sourced and the rider was able to return to make the needed repairs. The little Ariel was ridden home a couple of weeks later. There was one other reported incident that involved a scooter leaving the road and the rider being unceremoniously deposited into the ditch with no



*Past President Joe's Ariel Arrow*

harm to the rider and only minor cosmetic damage to the scooter.

By all accounts, the event was a grand success thanks to the participation of BMOG members, The Vespa Club, CVMG members and numerous independent riders. Planning for the third annual Moto Giro d' Costa Del Sole is now underway.



*CVMG Joe Peacock on his BMW R25 ridden from Nanoose Bay on Vancouver Is.*

Keep your eyes peeled for the posters as they will be appearing at various locations beginning early in 2024.

**Note: All photos © Robert Smith**

#### **FOR SALE by Editor:**

1967 BSA Bushman—I have to call it a project. Frame powder coated, tinware painted, engine out and unknown condition, 175cc, have exhaust, upholstery redone. Parts and manuals collected from the UK. I just don't have the time and skillset. Would love to find it a good home. Offers. [shonala@shaw.ca](mailto:shonala@shaw.ca) or 604-970-3850. Pics on request; I have to climb over stuff to get them, but I'd be happy to if requested. Offers?



## Rudge Multi “Mystery” —by Jonathan Hill (VMCC Dorset UK Section)

I came across this charming picture in a local antiques emporium where the dealer dealt mainly in motorsport pictures and automobilia. It is unusual to find old motorcycle photographs, usually rather well worn sepia-toned postcards. This one really caught my eye being a large (bigger than A4) black and white (orthochromatic) print mounted under glass in a substantial oak frame. The well-off looking family are posed on what I believe is a c.1912 Rudge Multi outfit in



what looks like the drive of a substantial country house or park in Hemel Hempstead, Hertfordshire (as marked on the photograph's mount).

The machine dates from circa 1912; an expert I consulted is certain it is no later than 1914. The fuel tank and straight rail top to on the machine appears on the first production models in 1911 and lasted into 1944 some models. A revised frame offering a lower seat height appeared first on "works" racing models and then followed into production models before WW1, these machines have a tank which tapered to the saddle to enable and drop top frame to give the lower seat height.

It's Herefordshire registration mark confirms its date of about 1912.

Pricewise the Rudge compares with better quality makes like BSA, Bradbury and Triumph of the period. For example in 1913 the direct drive version was £48, single speed with clutch £55 and with Multi Gear £60. TT versions were offered at these prices and a Rudge sidecar adding another £16. Add to this the acetatine lighting set, the Rudge Multi outfit would have cost about £80 – a great deal of money at the time.

The registration number is no longer recorded with the authorities, so I expect that the Rudge finally ended up in scrapyard.



*Nigel and Allyson on the Vincent rally, photo © Jim Bush (article [page 8](#))*



*"Perhaps you need more room for your collection of Vintage British Motorcycles, or maybe you need to downsize, since now you are down to one Brit. Bike. It can be a complicated affair, tinkering with Motorcycles.*

*Real Estate too, can be a very complicated process – there is help, if you wish to have a private, confidential conversation... reach out anytime!" – Peter*



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### Coming Next Issue (February 2024):

- EICMA 2023: The legendary motorcycle show in Milan Italy— report and great photos by Derek Dorreseyn
- Norton's forgotten engineer...
- Schedule of Events
- And ... Love your motorcycle(s)? For February, we'll throw some hearts around and some pictures of your bike loves. Send me a photo and short description. Other submissions always welcome!!!



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***And (drum roll please): the Members of the Year Award went to Penny and Rick Freestone.***

