

GOOD VIBRATIONS

December 2012



photo: Allyson M



photo: Allyson M



Crescent Beach Show

Steve Harding's prize winning RGS seen, top, next to Alan Comfort's prize winning Moto Guzzi Astore, and, below, Wayne Dowler's surely unique James Autocycle

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photo: Allyson M



Wayne and Dave stop for a well deserved breather on this year's Sunshine Coast Ride photo: David Clark

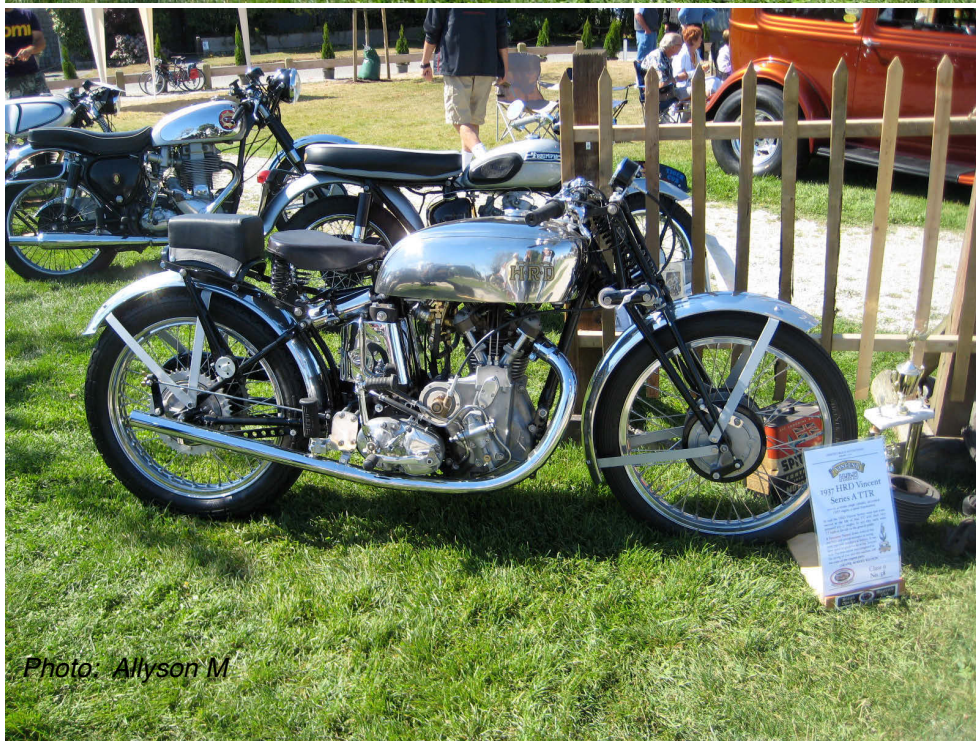


Photo: Allyson M

There is *nothing* under the sun quite like a big, thumping single shaking the very ground you walk on. Nigel Spaxman's '60 Gold Star, top, and Robert Watson's '37 Vincent HRD TTR. These things will stir you.



Annual BBQ in action. Many thanks to Dave and Rosemarie Woolley for so grandly hosting this fine event - even the weather was onboard. photos; David Clark

CRESCENT BEACH SHOW 2012

Wayne Dowler

The eclectic mix of bikes shown proved once again that there is something for every taste. From Vincent to Vespa and everything in between there was truly something for everybody.

Alan Comfort amazed everybody with his Moto Guzzi when it was started and loped along at RPMs that you could count on one hand and still have a couple of fingers left over. More Italian content was provided by Fritz Durnberger with his beautiful Parilla, George Dockray's magnificent Eldorado and Robert Smith's unique Vespa scooter. American Bikes were represented by Dennis Wardman and his Scout, which is truly a piece of history.

The industrial might of Britain was on full display with nine machines spanning the years and range of size and styles. Steve Harding's beautifully restored RGS set the bar to what I consider is a new high. Richard Allen's Ariel was amazing especially when you take into account it was obtained by Richard as just lots of boxes of parts. Robert Watson's TTR is truly a unique and special bike. Jim Bush's newly acquired Dommie will be a wonderful addition to the motorcycle scene here in Vancouver. Nigel Spaxman's thundering Goldie was reminiscent of the glory days of British motorcycle racing. Gil Yarrow and Lisa Pederson both showed the very best of what Triumph had to offer while Steve Snoen had his Model 18 looking and running splendidly. One lady exclaimed about my Autocycle, 'Oh look, it even has pedals'. Jim Bush's 'display only' MV Agusta was a real attention getter, especially when he started it up and nearly blew off the Lamborghini Countach it was sitting beside.

Many thanks to the Class Hosts, Alan Comfort, Bill Sarjeant and Kent Barter for a wonderful job. We were especially pleased to see so many bike owners explaining the intricacies of their machines to the public. Fine weather, fine machines, fine people and a fantastic site all combined to make this a truly memorable event.

New "Member of the Year" award.

A new Member of the Year award will be introduced at the Christmas party this year. It is a framed early BMOC crest that was worn by a member on the back of their riding jacket. This award is an annual award that the member retains for one year and it will then be awarded to the next year's recipient. This will provide a permanent record of members who are chosen as Member of the Year, as each of the yearly recipient's will have their name engraved on the frame. A memento will also be awarded that will be retained by the yearly recipient.

This year's Member of the Year will be introduced by our president, Dave Woolley at this year's Christmas party, to be held on Friday December 14.



CLUB INFO

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vacant

GOOD VIBRATIONS

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membership rates:- Canada - \$25, USA - \$30
International - \$40

Fine Print

The West Coast British Motorcycle Owner's Club (aka BMOC) is a registered not for profit society dedicated to the preservation, restoration and use of British motorcycles. Our newsletter, Good Vibrations, is published sporadically and is intended to inform and entertain our members. Articles appearing in this newsletter do not necessarily reflect the opinions of the BMOC. Technical and other information contained in this newsletter should be treated with a measure of common sense, as we cannot vouch for every word written.

We welcome all contributions from our members; 'want' ads and 'for sale' ads are free to members and non-members. They must be limited to motorcycles or 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.

Articles, reports, photographs and ads may be Emailed to: p.dent@dccnet.com

Visit the BMOC website, 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 address please email your current info patrick.jaune@amec.com

Cover photo and all Crescent Beach Show photos: Allyson M

Best in show motorcycles

1st 1956 BSA A10 Rocket Gold Star Steve Harding

2nd 1937 Vincent HDR TTR Robert Watson

3rd 1948 Moto Guzzi Astore 500cc Alan Comfort

BEST PRESENTED MOTORCYCLE

1937 Vincent HRD TTR Robert Watson

A BSA BANTAM STORY, AND SO MUCH MORE

Lorne Lachance

While my father would have said he only owned the bike a few weeks, his history with it spans generations. He was born during WWII and grew up in Sudbury, Ontario, a hard rock mining city in Northern Ontario, Canada. He rode motorcycles most of his life, starting around the time he quit school at 14 to support his ailing parents and siblings. I speculate that riding was the way for him to escape the toils of a rough life in a very rough part of a rough town in the 1950s. Regardless of what drove him to interest, he quickly gained a reputation with bikes. Unfortunately, he had little money so all of his bikes were either very old, very broken, or of hybrid design (a mishmash of parts held together with baling wire).



Lorne stands beside the little BSA that has been a part of his family history

The silver lining was that he learned the Mechanic's trade very early - and it served him well throughout his life. Between his work as a mechanic, his sometimes controversial riding habits (he told us of early attempts to ride his "twice-destroyed-three times repaired Goldstar" at night without any exhaust pipes whatsoever so that flames would shoot out of the cylinder head), and searching for parts for himself and his many friends, most people in the city knew him, or of him. One day in his late teens -

somewhere in the late 1950's or early '60s - he was poking around what he called "an old gent's barn" when he spotted the Bantam. It was sitting in a corner covered with dirt and other miscellaneous parts/items. The old gent told him it was a very early export-only version of the bike which he thought was from 1948 (I think it is a 1950). It was only 123cc, the engine was seized, and it hadn't run for years. Undaunted, my dad instantly offered \$25 for it. The old gent told him he would think about it and to come back later, or something to that effect. They lost track of each other for a long time. In the early-mid 1990's, my



Lorne's dad - and truck - after dropping the bike off in Vancouver

dad walked into a coffee shop in Sudbury and recognized the now "really old" gent sitting there. He introduced himself and was recognized in return. At one point in the ensuing conversation of old times, old people, and old places, my dad asked what ever happened to the Bantam in the barn. The fellow replied without hesitation "it is still there because I am still waiting for you to bring the \$25". Without missing a beat my dad pulled out \$25 and the old gent took it. The deal was finally done and later that day the Bantam was in my dad's shop (essentially at a gift price for old time's sake), around 35 years later than expected.

Within days the bike was running for the first time in a long, long while and the basic mechanical repairs started. However, like the bike itself, nothing about the remaining required repairs would be quick and a proper restoration would still have to wait. Besides riding, my dad was also notorious for giving things away. God bless him, he was a sucker for a sob story, especially from his kids. After only having the bike for a few weeks he gave it to my sister because she said she wanted it in order to learn how to ride and could use it for getting around the city. As incentive, a condition of the gift was that he would only complete the repairs once she got her license and, until then, the bike would sit in the corner of his garage. A few years later, in or around 1998, she had still not gotten the license so the bike had again sat patiently unattended. By then my sister acknowledged she would never get around to riding. She also found out that I was looking to buy an old British bike to tinker with so she called me up out of the blue and offered to give it to me. I am eternally grateful to her for that. However, I was living near Vancouver by this time and had no way to get the bike. Always wanting to help someone in need (or a sucker for my sob story) my dad patched up an old truck, loaded the bike on the back, and the two of them (my sister and dad) hauled the Bantam the 4200 km to my house. That is when my story of procrastination takes over.

Armed with slightly more than a "Nicholson, Modern Motorcycle Manual", a parts list or two, and my dad's willing advice by phone, I was certain I would have the bike roadworthy within the year, and possibly set for a full restoration thereafter. However, I am not my dad. In my older age I have come to realize that being raised by a mechanic and years of turning the wrenches he tells you to turn, and where he tells you to turn, does not make you a mechanic. In short, I grossly overestimated my mechanical abilities. Parts were also hard to come by in Canada. However, I made some progress that first year (and a few set backs). I fixed the brakes, re-covered the seat, re-welded a broken kickstart, replaced one tire, etc.. Unfortunately, life (including a wife, 3 kids, and a Triumph constantly in need of attention) seemed to get in the way so for the most part, the Bantam largely sits patiently in my basement. While I have continued to fire it up a couple of times per year, and even drive it around the yard once in a while, I have never completed the basic repairs to the lighting system and I have never had it checked over for complete roadworthiness assessment. My dad suffered from a long illness that prevented him from ever coming back to British Columbia and he ultimately passed away on September 3, 2007 without ever seeing the bike get back on the road for good.

The good news is that events over the last year have renewed my interest in getting the bike on the road and possibly restoring it. My goal was to get it licensed and insured to ride by September 3 of this year -- the 5th anniversary of my dad's passing. However, I didn't get the bike on the road in time so I took my old Triumph out instead. I could see the grin on my ol' dad's face the entire time. My brother in Sudbury goes on a memorial ride for my dad each year on that date and I wanted to take this little gift of a Bantam onto British Columbia streets at the time. After that, I will think about a full restoration. Right now the grease, the dents, the partial rust and faded decals all remind me of my dad. He and the bike share a common history that is worth remembering. I don't know that I could wash all of that away from the bike just to have a shiny new looking one sitting in the stable. But hey, tomorrow is a new day so I might change my mind. The one thing that is certain is that my little Bantam will be patiently waiting for me when I do decide.

Cheers, and thanks for reading.



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STEVE'S EPIC RIDE

In August of this year our very own Steve Snoen took his bike out for a quick spin.....

Steve Snoen

A quick re-cap of the trip: I started in Halifax and rode to Vancouver in 89 hours. The goal was less than 90 hours, so mission accomplished.

I slept 4 hours the first night, 5 hours the second night and 7 hours the third night. Many small rest, and short meal stops, during the day of course. Had two bad thundershowers/storms in Ontario, lightning flashing all around me. It was crazy being on the road but since I was on this timed run, I did not want to stop. Stubborn old fart, you know .

A deer ran across the road, 10 yards ahead of me in Dryden, Ontario. I was not going more than 50 km/hr. I did not even have time to get the brakes on. It sure woke me up.

The winds in Saskatchewan were much stronger than normal, gusty side winds made it tiring. I do not like drafting behind big trucks, but the winds were so strong that compared to the buffeting behind the trucks, drafting was a relief.

The bike, a Honda ST1100, ran fine but some of the equipment quit: the electric vest stopped working, both auxiliary lights quit (a loose wire, probably), the speedometer and odometer quit also (broken speedo cable?) and my Firstgear TPG riding jacket, did not keep the heavy rain out. Good thing the rain lasted only a couple of hours each time.



Steve receives hearty and well deserved congrats from Steve Gurry.

A big thank you to Patrick Jaune, Steve Gurry, Bill Watt and Susan Murphy for being end witnesses for me.

I am very happy I completed the ride.
Canada is a big place. Man, I love this country!



One man, one bike at the end of one very long road, what a ride!

An advertisement for MOTOPARTS inc. The background is a blue and white Union Jack. On the left, there is a white silhouette of a motorcycle. On the right, the text reads: "MOTOPARTS inc. British Motorcycle Parts, New and Used 204 Windermere Dr. Edmonton, AB, CAN. T6R 2H6". Below this, the logos for Norton, BSA, and Triumph are displayed. At the bottom, the text reads: "British Motorcycle Parts, New and Used Telephone & Fax (780) 988-8198 motopartsinc.com".

HERITAGE CLASSIC MEET 2012

Wayne Dowler

The Heritage Classic Meet was held at Waterfront Park in North Vancouver on August 18 this year. This annual event, which is sponsored by the Jaguar and MG Clubs, was in its 43rd year, making it the longest running Jaguar and MG show in North America. It has been supported by our members for many years.

This year saw sunny skies and warm temperatures and celebrated the 50th year of the MGB - quite a stunning display of this popular vehicle. Many other classic British cars adorned the grassy field in this pristine venue by the water.

Eighteen motorcycles were on display, almost all of which were owned by BMOG members. Norton, Velocette, Ariel, BSA and Triumph, all the usual suspects, were in attendance. This also was the first public showing of Jim Bush's newly acquired 1952 Norton Dominator and the second showing of Richard Allen's 1940 Ariel VA500. Richard's bike had won Best in Show at this year's ABFM in May. We also had our ever popular Norton pictorial display, which drew a lot of interest. (Especially from some of our own club members who could not find pictures of these bikes.) And it is always nice to see the beautiful MGA shown by crossover member Peter Tilbury.

The "Best in Show", as chosen by the Esteemed Panel of Judge, Vito Donatillo of the Jaguar club, was BMOG club member Jim Hagerty for his meticulously prepared 1972 Norton Commando Roadster. Jim was awarded an engraved beer tankard by Jaguar club Past President Krista Briggs.

Congratulations to Jim and thanks to all members who brought their bikes out to show to an appreciative group of enthusiasts.



Jim's stunning 750 Roadster, "Best in Show" at this year's Heritage Meet



photo: Bevin Jones

A fine turn-out of well prepared member's bikes. Thanks to all who brought their bikes along to this event.



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and Anthony Nicholson

Wayne Dowler

This is a new show and was held on October 13 and 14, 2012 at Tradex in Abbotsford. It was organised and managed by Nanette Jacques, who, since 2004 has managed the Vancouver International Motorcycle Show. BMOG was asked to participate with a display of vintage motorcycles.

The demographics of this show were not the same as the shows we generally participate in. The main sponsors were the All Terrain Vehicles of BC Club, the BC Off Road Motorcycle Association and the BC Snowmobile Federation. Most of the displays were for products and services pertaining to this segment of the market. BMOG members attending the show expecting to see a lot of motorcycles were disappointed. However, they should not have been, as motorcycles were not the main thrust of the show.

Our booth included pictorial displays featuring 100 Years of BSA, a Salute to Our Racing Past and 100 Years of Norton. We also had the Yellow Peril race bike prominently displayed. As we did not have any members at the display full time it is difficult to assess the impact, but it is my understanding that it was well received and proved interesting to many attendees.

If we are to participate at this show in the future we should be prepared to appeal to this different demographic, step outside our comfort zone and possibly attract new members from this, a non traditional source.



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We welcome Alec's Automotive's greater involvement with the Good Vibrations BMOG newsletter



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A quick note from Todd: remember Tsawwassen swap meet Sunday April 28th 2013!

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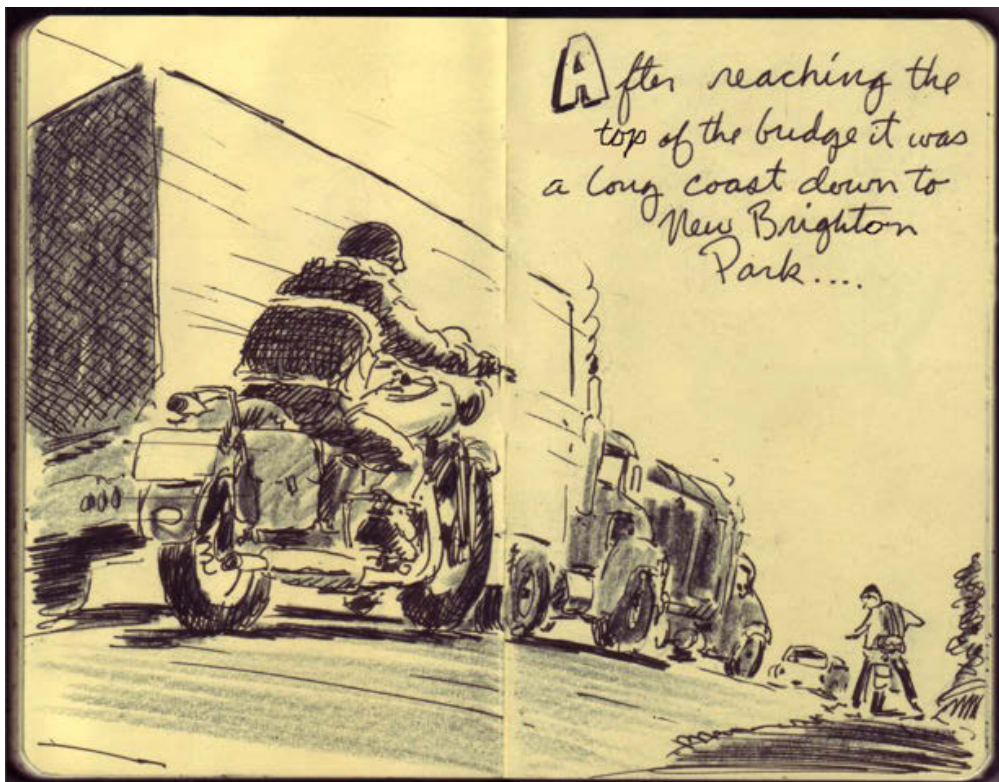
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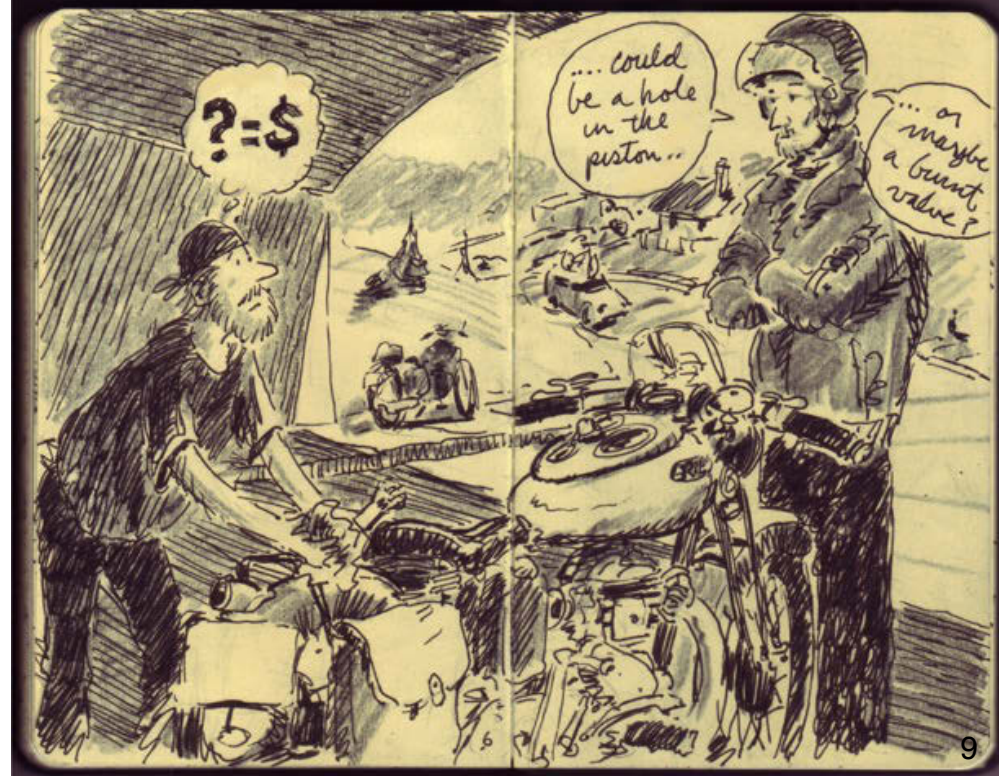
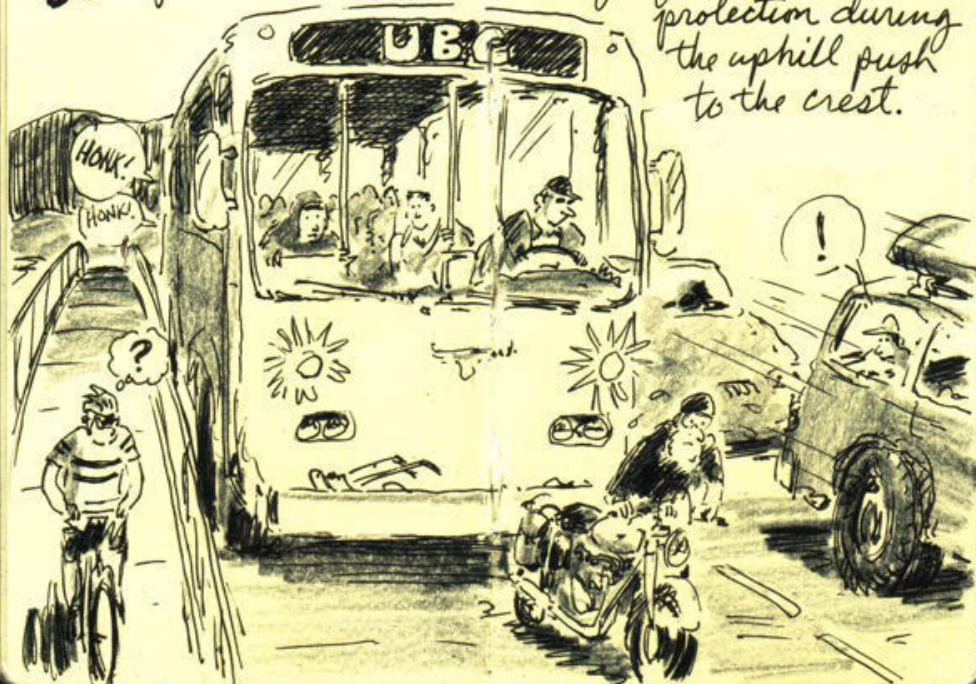
Dick encounters trouble while crossing Second Narrows bridge behind Alan Comfort on his fast Velocette...



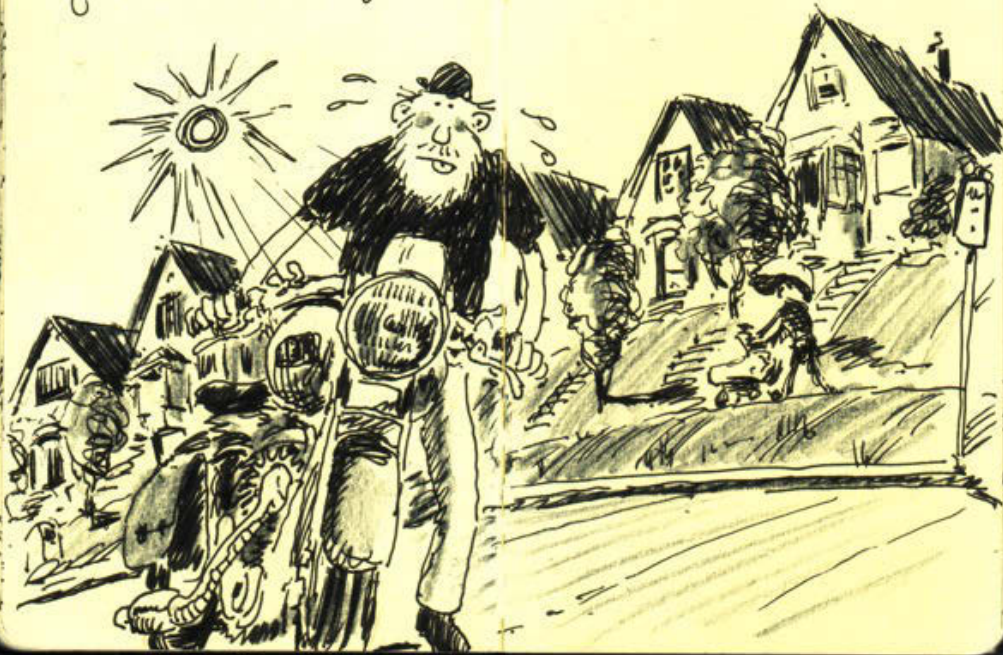
After reaching the top of the bridge it was a long coast down to New Brighton Park....



A city bus with its flashers going offered welcome protection during the uphill push to the crest.



The three block up hill push to get home from New Brighton was a sweat bath....



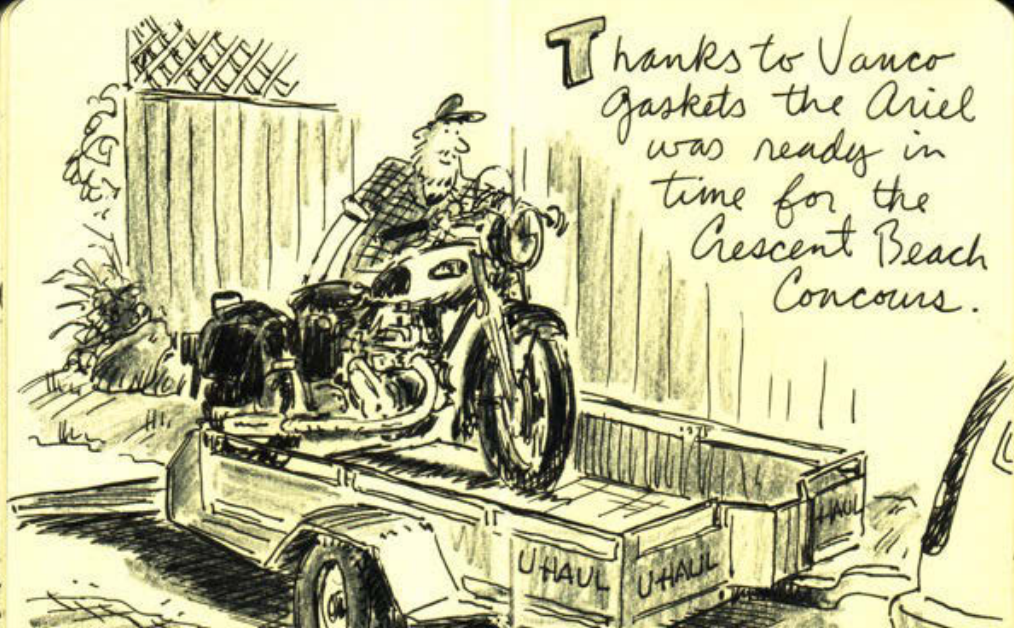
LATER ON THE PROBLEM WAS DISCOVERED TO BE A BLOWN HEAD GASKET...



Home! at last... and into the tub....



Thanks to Vanco gaskets the Ariel was ready in time for the Crescent Beach Concours.



My goodness, Dick Allen's talents seem to be boundless: first he restores and presents a prize winning Ariel (at the ABFM) and now this amazing artwork to amuse us all. Nice work Dick.