



Christmas Party

Some of the new executive From Left to Right: Jim Underhill, Eric Hutton, Joe Li, Todd Copan, Mya Davidson and Derek Dorresteyn

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BMOC ADMINISTRATION FOR 2020-2021

BMOC EXECUTIVE

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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.

Articles, reports, photographs and ads may be Emailed to: gveditor2019@gmail.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 please inform the Club Secretary

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Left to right: Jim Underhill, Eric Hutton, Joe Li, Todd Copan, Mya Davidson and Derek Dorresteyn.

President's Message

I like having good times. In this coming year, we will explore more activities and events for all of us to enjoy. To attract people's interest in joining our club, we will also host some public events for anyone to participate, regardless they are a member or not.

I was born and grew up in Hong Kong in the mid seventies. My grandfather and my uncle were bus mechanics. My uncle and his buddy bought a BSA 250 back in the late fifties. They shared the bike. Sometimes my uncle took the bike and picked up my aunt.

I got my first motorcycle 11 years ago. My first bike was a Suzuki TU250x. I was thinking to get a Royal Enfield but I did not have enough money so I brought the Suzuki. I rode it to work every day. I put 72000km on it before I sold it two years ago. In 2013, I bought my first British bike from a long time BMOC member, Alan Comfort. It was a 1968 BSA Lightning cafe racer. It came with a two into one exhaust, Dunstall rearset, Goldie pipe and a 1972 Suzuki GT750 four leading shoes front brakes. I have been enjoying this 650 twin since then.

I like the late 50's to early 60's British bikes. I found that they were the most diverse and they are still compatible with modern traffic. In 2017, I got my second British motorcycle. It was a 1959 Ariel Arrow 250. This bike offers me a unique motorcycling experience. The first time I saw an Ariel Arrow was in a 1964 movie, *The Leather Boys* and a 1962 movie, *Some People*. In these movies, along with other single and twin cylinder bike, there was this odd looking Ariel that made a lot of smoke. The first time I saw an Ariel Arrow in person was on Ton Up Day at Jacks Hill Cafe in England in 2015.

In 2021, I got my third British motorbike. It was a 1957 Velocette MAC 350. My goal was to collect the three major engine configurations of British Motorcycle between the late 50's and the early 60's, two stroke, single and twin. Initially, I was thinking to get either a BSA B33, Matchless G80 or Ariel VH. A Velocette 500 was out of my budget. After consulting with a few British motorcycle enthusiasts, I was convinced that Velocette is a superior motorcycle. It cost me more to get the MAC than most 500 single of the other brands. I love my Velo! I made the right choice.

I enjoy every moment on a motorcycle. I used to ride my Suzuki to go fishing along the shore. I am going to do it again this year on my Velocette. Come join me if you like fishing!

Cheers Joe



BMOC Okanagan Chapter Update

Well after a slow start we had a great Fall here in the Okanagan, including a club trip to south of the border for a fun night in Republic WA in September. Whetted the appetite for more trips next year including what should be a good turn out from the interior for the INOA Rally at Winthrop. Currently we are aware of 3 more Comandos being built in readiness for Jun. We had our AGM the same night as the Burnaby meet, and the following committee was elected/re-elected with Shayne and Jeff volunteering to step up. Thank you, guys!

- Chair: Tony McNeill
- Vice Chair: John McKenzie
- Treasurer: Mark Bird (re-elected)
- Asst Treasurer: Nigel Whittaker (re-elected).
- Secretary: Pablo Greenham.
- Events – Boyd’s Car Show: Shayne Metz
Public Relations: Jeff McDonnell.

Tony and his impending retirement means he will be another one looking to get rides in during the work week. For those of us still working we are making sure we get the following dates into the 2022/2023 schedule. Planned activities include:

- **26 Mar. Frozen Snot Ride 2023.** Weather dependant– destination Naramata Inn
- **23 Apr. Monthly Ride:** Destination TBC.
- **21 May. Distinguished Gentleman’s Ride.** Kelowna
- **18 Jun. Boyd’s Fathers Day Car Show Kelowna.** Shayne Metz to coordinate a BMOCO stand.
- **21-24 Jun INOA 2023 Rally Winthrop WA.** Discussions taking place about doing a pre-rally ride in WA and OR.
- **23-25 Jun Salt Spring Campout.** Note currently clashes with INOA.
- **7-9 Jul Riondel Camp Out.** Repeat of the familiar formula on Kootenay Lake.
- **4-6 Aug Kaslo Camp Out.** Informal camping weekend at the town site.
- **Aug Frontier Rally TBC** by Colin Kelly.
3 Sep Peachland Classic Bike Show - intent to coordinate BMOCO stand.

We have just had our Xmas event and will resume our monthly meets on Jan 12th where we can discuss issues like the best ways to keep your fuel system and batteries operable until late March. It also looks like we may see some new members join in the next couple of months and we have brain-stormed some good ideas to raise the profile of our bikes in the area as soon as the snow goes. Best wishes from us all for a good Xmas and a great 2023. If you want to contact us, you can send an email to our secretary (Pablo) at bmoc.ok.secretary@gmail.com

Nigel Whittaker

The Gold Star is Not An Appliance

A friend occasionally refers to certain motorcycles as “an appliance”. He usually reserves this slag for Hondas. If you press him on his use of the word, he will tell you that these bikes will do the job, but they’re boring and don’t have any soul. Perhaps any machine could be an appliance, but as motorcycle enthusiasts, we usually relate to our bikes differently.

What makes a motorcycle not an appliance? For starters, it puts a smile on your face when you ride it. Or it possesses an interesting technology: I like the whine of the overhead cam gear train on my VFR. Which is a Honda, in case anybody missed that. Another way a motorcycle is not an appliance is when it embodies history. How in 1937 Wal Handley won a Gold Star badge for lapping Brooklands at over 100 mph on a BSA Empire Star, leading to the introduction of the Gold Star model the following year. Or how the Gold Star so thoroughly dominated the Clubman races at the Isle of Man year after year that the class was dropped after 1956.

Bikes also come with another form of history, which is more local and more personal. I like that my Gold Star was sold at the Fred Deeley dealership in Vancouver in 1955. And while I don’t know who first bought it, I personally know the previous four owners going back to the early 1970’s. John Skovsgaard, a farmer on the Saanich Peninsula, was part of a large group of classic motorcycle enthusiasts who met for lunch every Saturday at MacMorrans restaurant in Victoria. A huge man, he wore leather motorcycle boots that went up his knees, and was very hard of hearing so you had to shout at him to be heard. John sold the Gold Star to Bev Gore-Langton, another MacMorrans luminary. It was always educational and entertaining if you sat near Bev and Reg Shanks, or any other number of knowledgeable folks at that table. Bev tells the story of the first time he sat on the Gold Star; he gently pushed the kickstart lever past top dead centre to test the compression, and much to his surprise, the bike started and idled perfectly. Later he traded the Gold Star to Don Richardson for a 1914 Indian, a bike Bev still has today. I recall taking a Lucas tail light lens to MacMorrans to ask folks what it fit. Don Richardson intercepted me in the parking lot, identified it as correct for a Gold Star, and insisted I sell it to him right then and there. Don sold the Gold Star to Mark Alexander, an acquaintance of mine, who in turn sold it to me. I am sure the bike has the same taillight that I sold to Don years earlier. Increasingly, I understand that we never really own our bikes, we just look after them for a while until the next caretaker comes along.

On to the nuts and bolts. The bike is a 1955 DB34 500 in touring trim. This model was built one year only, before the introduction of the DBD34 in 1956. The DB is visually identical to a DBD, unless you look closely at the inlet manifold, which on the DBD usually has a wider bolt pattern to take a larger carburetor. I say usually because you could pretty much order a Gold Star in any trim you wanted from the factory. At one point I looked into acquiring a DBD head, and promptly received several offers from DBD owners eager to trade me for their DBD heads. Turns out the smaller intake manifold and slightly smaller intake valves make for a better riding bike. Plus, many DBD heads have been modified over the years by basement tuners hogging out the ports

looking for that extra couple of miles per hour. I have never ridden a Gold Star in Clubman trim. They look sexy, but with clip-ons, rearsets, a GP carb that won't idle, and a close ratio gearbox with a very tall first gear, most reports suggest they are horrible to ride. My Gold Star is very rideable: it starts easily, idles nicely, is geared right for the highway, handles well, has good brakes, and is reliable. Gosh, it almost has some appliance-like features!!



When I bought the bike it had sat for a time and wouldn't start. I broke my rule never to buy a bike that didn't run, unless I planned to tear it apart. But this one looked so correct that I ignored my advice and bought it anyway. Convinced the problem was carburetion, I installed a concentric carb on the bike and it started and ran fine. But it looked wrong so I dug into the monobloc carb and with the jets cleaned and a rebuild kit installed, the bike started and ran perfectly. Most of my bikes are 60's twins: Nortons, Triumphs, BSA's, Royal Enfields, all of them with points and coils. The "complexity" of a magneto was something I had avoided. But I felt reassured knowing that the previous owner had sent the magneto to the UK to be rebuilt. The clutch was another matter. What kind of clutch slips AND crunches when you put the bike in gear or when you shift gears? I ignored the usual web advice to swap it out for a Peterson Suzuki clutch, or a Triumph 3 or 4 spring clutch. With the help of Terry Hyde, a friend who knows Gold Stars inside and out, I replaced the parts that had any wear (springs, plates, bearings, primary chain, etc) and using a dial gauge to measure runout on the pressure plate, built a good reliable clutch. Previous owners have made a number of nice improvements. Victoria Plating did an excellent job on an original (not Indian) tank. The forks have A65 internals, providing compression and rebound damping. The original half width front brake was replaced with the 190mm brake that came on later Gold Stars, Rocket Gold Stars and Spitfires. The original brake comes with the bike. The original voltage regulator was replaced by an electronic regulator/rectifier, hidden in the tool box. A sump plate with a magnet drain bolt makes oil changes easier.

Every once in a while, after a run and before I shut the bike off, I slowly retard the ignition, lowering the idle until around 300 rpm, at which point the bike reminds me of an Easthope marine engine, patiently puffing away. Until I pull the decompression lever, lifting the exhaust valve, and it dies with a long sigh.

The bike is for sale (see the ad in the bulletin). It is currently on a vintage plate (\$50 a year for insurance and no annual plate fee). It has also been on my multi-collector plate. I am happy to answer any questions if you are seriously interested.

Contact Stephen Hill, Victoria, at stephenhill@shaw.ca or 778-533-2414

A Tale of Two Twins

Part 1

Jim Underhill

I am new to English bikes, and realize this story will be old stuff to most of the readers who have been down this path many times before, but it may be a fresh read for those dipping a toe in the restoration waters.

I had liked the look and sound of Triumph Twins long before I started riding motorcycles at the age of 28, but ended up on Japanese bikes. It was only seven years later, in 1987, that I bought my first Triumph, a 1970 Bonneville that the previous owner had started to

'customize'. OIF front end, 16" rear wheel, Morgo 750 kit and high bars were as far as the P.O. had got before I bought it. My intent was to

restore/ rejuvenate it, but as happens to so many

of us, marriage, mortgage and kids intervened and for the next 30 years it gathered dust and cobwebs as I rolled it from garage to garage leaving its oil spot behind. I had been picking up some parts at swap meets and online the last few years, but beyond that did absolutely nothing to the bike. It didn't run when I bought it and it doesn't run now, but it was looking like a good retirement project.



1970 Bonneville in 1987

Last summer I spotted an ad for a Triumph under 'Parts' that seemed too good a deal to pass up, so off to Vernon for a look. I turned out to be an unregistered

1969 Bonneville 'bitsa' with a 1971 TR6R motor with a spun rod bearing but apparently complete. I brought it home and embarked on the quest to register a dis-

assembled, untitled motorcycle that I had never worked on before. I figured it

would be a good way to learn where the various fasteners and components go to reassemble it (substantially complete) in

order to satisfy the requirements of 'Registration Application for a Vehicle under Restoration'. It also seemed a

good idea to have a go at a mongrel before tearing into a matching numbers 1970. Fun and games ensued with quite a few dips into the stock of British parts picked

up over the years. I am indebted to all the posters of information online. A previous owner had grouped many of the subassemblies in small containers, but there was the usual residue of loose fasteners in the bottom of the boxes. I substituted a twin carb head, tank and (similar) seat for the parts the bike came with, taking it closer to the Bonneville specs.



1969 Bonneville as purchased

Now while I wait for registration I will inspect/ overhaul the various components and see about motive power. I do have another engine on the bench that's *supposed* to have a good bottom end and it's a matter of choosing from other components in hand. In a perfect world I would hope to see real progress by spring but am cautious. Then it will be time to look into the other Bonneville.

1969 Bonneville Assembled

This is part one of a multi-part article.



Sponsors for the Mods vs Rockers Event

Joe Li



We have our first sponsor for our 2023 MvR event. It is from my good friend, Hiroko of Ace of Speed England. She will donate some of the items she designed. Here is a photo of me, my buddy James and Hiroko and her Speed Twin at the Ace a few years ago.

The second sponsor is Hi-Star Classics. The owner of Hi-Star is my friend, Nigel Stark. Hi-Star is a vintage motorcycle gear dealer. He sells online and in various swap meets in England. He has a Facebook page <https://www.facebook.com/histarclassics>

Here is a picture of me, Nigel (on my right) and some friends on Ton Up Day at Jacks Hill Cafe in 2015.



I have just received an email from the owner of the Ace Cafe London, Mark Wilsmore. The Ace Cafe will sponsor our MvR event! They will donate some items for our event!

So far we have 3 sponsors. Now I'm waiting for the reply from Goldtop and Lewis Leathers

Four States, 4000KMs in Seven Days

Nigel Whittaker

Notwithstanding I had owned a Norton for 40 years, my younger brother Clive had never ridden one. Leaving home at 18 for a military career meant that our visits together were fleeting, and riding opportunities limited to when my parents lived in Scotland. My biking career had been largely British, his was Japanese (KZ650) until he had a pause due to work, family etc., before getting back on two wheels via a Sportster, Ducati 1098 and a BMW GS1200. In 2021 we planned to break his British biking virginity by him coming to the Lumby INOA Rally. When that was cancelled, we re-planned for a Jul 2022

Ready for the off—would we come back together



ride looping into the USA, to end up at the Riondel Camp Out. He would arrive a week early to do some eco-tourism and then hire a modern bike in Vancouver to ride Duffy Lake Road, before coming to Kelowna and coping with a 50-year-old motorcycle.

Preparation. We would take my stock 73 Roadster and modified 73 Interstate on the trip. We would stay in motels so we could get away with soft luggage and a tank bag. My wife Elma would meet us in Riondel and bring the camping gear with her in the car – what a woman! Both bikes got a full oil change, a new chain went on the Roadster and tires were assessed and judged able to last the trip. Cylinder head bolts were torqued again on the Roadster and valves checked (I had done an exhaust port repair in May). I am in the habit of doing an end of year full service on the Interstate so it would only need a final check over – or so I thought. My normal spares pack was assembled (clutch and throttle cables, gearbox springs and spare belt for the Interstate) and fuses (both blade and glass). However, a combination of work, focusing on the Roadster, plus the crappy weather we had in May and June, meant that the Interstate was not put on the road until just before we left, and this lack of use prior to the trip would have a consequence. I had also hoped to put an old Interpol tank on the Roadster for a bit more range, but I ran out of time. We took an additional liter in a camping bottle – not enough...

Getting a few kms on Roadster on Distinguished Gentlemen's Ride to ensure exhaust port repair was good



Day 1 Kelowna to Winthrop. After a quiet Canada day, we left on time to make it to the Osoyoos border crossing mid-morning. There we would meet up with Richard Kwast and go check out a nice guy in Omak who was clearing out 30 years' worth of old British bikes and parts. Crossing the border was uneventful, but with the inevitable 15 minutes or so while Clive got his entry process completed. I enjoy the privilege of being a Canadian citizen! In Omak I was sorely tempted to buy, but the one bike that seemed like the best option for restoration had unfortunately had the frame raked... we all did some dumb things back in the 70s. Ultimately, we could not do a deal and so it was on to Winthrop where we refueled and then up to the lookout on Highway 20 in the North Cascades National Park. Well worth a 20-minute stop to take in the scenery. We then turned back towards Winthrop and headed to our motel for a dip in the pool at the Abbey Creek Inn. Borrowing a couple of the bicycles, we rode the convenient cycle path into Winthrop for the evening, where we met up with my old friend Jeff Kumagi for a very pleasant supper next to the Methow River. A few beers may have been drunk...all part of Clive's acclimatization.

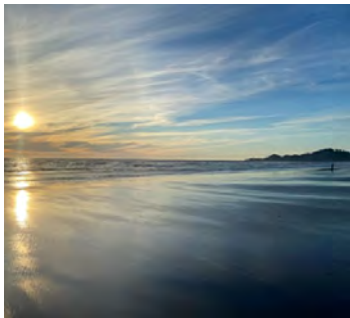


Highway 20 lookout –great views in every direction

Day 2. Winthrop to the Dalles. This was going to be one of our longer days and we woke to light rain which stayed with us on and off until past Ellensburg. Throughout the trip we had planned to take the more interesting roads and a combination of prior knowledge and using the Calimoto app (<https://calimoto.com/en>) was successful in finding roads that would be well suited to the Norton's. We therefore stayed on the 153 south of Twisp and only joined the 97 at Pateros. Yakima is always interesting for the high desert, long climbs and strong winds but the Nortons coped well, and we made good progress south to Goldendale. Turning west we took the road through Klickitat to arrive on the north side of the Columbia River gorge. Twisty road, little traffic and great scenery. Perfect. We then had to turn East for a few KMs to cross the bridge into the Dalles and find our hotel. I should mention we were doing this on the 3 Jul, so Independence Day preparations were well in hand. Bikes were running well although the Interstate was idling unusually high, but once going seemed fine. I could not see any immediate problem so decided to wait until we had more time.



Day 3. The Dalles to Newport Beach. After a pleasant evening in the Dalles we were up on time and planned to explore backroads going south to then head west to Mount Hood. The first 10 miles or so were very promising but then the route turned to gravel, and discretion got the better of us, as we didn't know whether it would be 5 miles or 40 miles. This appeared to be the only issue with the Calimoto app, in that it did not distinguish road surface. We turned around and then headed west on the highway along the Columbia River. My flat bars and rear sets worked well for me as we went into the wind until Hood River. Clive was finding it more difficult and was hanging on for dear life. Turning south towards Mount Hood solved the problem and both bikes handled side winds fine. The road was good, and we were able to enjoy a mixture of fast sweeping bends and a few more technical sections. We stopped to admire Mt Hood, but never quite got a completely clear photo without cloud around the summit. We then headed towards Portland with the intent of skirting around the south of the city to get to the Evergreen Aviation Museum to see the Spruce Goose. Going through the southern suburbs was a little slow, but we got to the Museum mid-afternoon. For those of you haven't been there it well worth a visit. The Spruce Goose is truly amazing and a tribute to Howard Hughes vision, even if the original purpose of heavy lift military transport was overtaken by events. We could have spent longer there but we wanted to get to Newport Beach to see what a 4th of July looked like on the Pacific. We hit Hwy 101 at Lincoln City, stopped for food just north of Newport and then spent 20 minutes trying to find our hotel which amusingly now had a slightly different name compared to our booking.com reservation. A good walk on the beach into a stiff onshore wind before heading to the only bar that was open within walking distance for food and drink. Very "local" but pleasant enough. We had not realized most restaurants closed for the 4 Jul. We saw the fireworks from a distance. Oh well.



Left: The amazing Spruce Goose.

Right: Beer and appie stop at Pelican Brewing, Siletz Bay



Day 4. Newport Beach to Bend OR. Oh dear. We woke after a beautiful evening to find the rain had started. This became torrential as we headed away from the Coast and I was grateful for my Gore-Tex lined TCX boots. Clive was less fortunate, and his feet were soaked. The rain stayed with us until lunchtime, but our mood was lifted when we found a diner for a much-needed pause.

After lunch the skies threatened but did not deliver. As we came into Bend, we spotted a Harley Davidson dealer and thought it would be fun to visit. I also wanted to buy a Harley ignition switch (I have used Shovelhead 3 position switches for years on my British bikes thinking that if they can survive a Shovel then a BSA, Triumph and Norton should be fine). I had a BSA project waiting for one but had also noticed a couple of strange things with my LED battery status monitor and thought a spare ignition switch may be a good idea. Bend is one of my favorite NW towns and the Campfire Motel was a fun stay - quite a few serious adventure bikes, a huge central firepit and a bar with artificial grass chairs. Our fellow bikers were amused that the Nortons had not dropped oil.....largely because I had cleaned off the gearbox shaft leaks on the Roadster when we were at the Harley dealers. This was irritating as some was spotting the tire wall on the Roadster and needed monitoring. I had been intending to do the oil seal modification for some time – I eventually got it done a month after we got back. No more leaks! A great night was had in Bend at a couple of local establishments close to the Motel, and we looked forward to Day 5 and better weather.



Above: Mt Washington OR in background



Day 5. Bend to Walla Walla. What a great day! Having had a good night, we woke up to dry conditions and headed towards East towards Princeville. Stopping to get a bolt we also had the pleasure of meeting Eva Rupert a well-known adventure writer and blogger who had ridden a Tenere 700 up from Arizona, much of it off road. We are not worthy... She loved the Nortons so also a lady with great taste. Bolt fitted we headed to Mitchell with the intent of taking the back roads to Walla Walla, via John Day River, Heppner and Pilot Rock. Super roads, the only issues were finding fuel (the Roadster went onto reserve twice) and we had to do a couple of navigation checks. We got into Walla Walla early evening and went to a good, if a little pricy, restaurant next to the hotel. We were both ready for a decent sleep – a sign of the concentration required throughout the day.



Day 6. Walla Walla to Missoula. This was going to be an easy day for navigation as it was Hwy 12 all the way. This is a great road that starts off well and then gets great as you go through the Lolo pass. The sign is bends for 99 miles and they tell no lies. The weather had got better and better in the last couple of days, and we were now taking on liquid at every gas stop. I was enjoying the roads and was “in the zone” making good progress, helped by surprisingly light traffic. The only issue was that making good progress got us into Missoula at the height of the local rush hour. Coming from the south, the last 5 miles were very tedious into the centre of Missoula, so much so that we took a break for 10 minutes in the shade to check the location of the motel and allow the bikes to cool a little. Our last night in the US saw us walk to the Union Club Bar and Grill which I had enjoyed on a previous trip only to find that they had just finished filming for the TV series Yellowstone, and it was closed. I blame Kevin Costner. We went to a nearby mega brewery, but it lacked atmosphere, and it was not the night we were looking forward to.



Day 7 - Missoula to Riondel BC. With another border crossing we had an early start and headed Northwest towards Bonners Ferry. I had a weird moment on the Interstate when it just died as we went through Paradise. I was able to get to safe spot and started playing with the usual stuff on a 50-year-old bike, ignition switch, fuse etc. I could not see anything obvious but my electrics then as if by magic came back. We decided we may as well continue and if it happened again, I would use my new “spare” ignition switch. As we approached Trout Creek what had been good weather changed quickly and it looked like we might hit a major storm. The cloud formations were unlike anything I had seen before (including living on the prairie for two years) and I was thinking we may need to find shelter and sit this one out. We however pressed on and were lucky just to hit the edge of the storm, and despite 10 minutes of torrential rain that was it. At Noxon we headed north on Hwy 56 to come out just north of Bonners Ferry. The bike was running well again, until we got to a bridge some 20 miles south of the border. It died again - crap. This time I swapped out the ignition switch but no change. I checked the fuse which looked ok but changed it for a new old stock one anyway (old style lucas 17/35 glass fuse – 25 years old itself). Still

no change. Did I mention that the bridge was in a hollow and we had no cell signal. The only option appeared to be to send Clive out to phone a friend just over the border. He departed and I then started looking for a loose wire or broken connection – great fun taking the tank off in 33C and pulling apart a loom that had worked well since 1997. Nothing obvious to see. At that point a local farmer and his son stopped to see if I was ok. I told him I had an electrical problem and he offered to do a 6 miles round trip to bring me a multi-meter. You meet the nicest people standing next to a Norton... The next nice guy to stop was Officer Jason Trujello from the Bonners Ferry Sheriffs Department. I was hot, had half a litre of water left and was becoming pessimistic about finding the problem, so asked him if there was a local tow company available. He checked – he did not need to - and made the call. In the meantime, I walked up the hill to see if I could get reception. Still no success. I then put the tank back on and had a good chat with Jason. In the meantime, Tom the farmer had returned and despite me explaining that the tow truck was on the way gave me the multi-meter and told me to send it back when I could. Amazing kindness. The tow truck arrived very shortly after so time to meet Travis and thank Jason. Bike was loaded and we headed north to the border. By this point we had probably been stopped for 3 hours and Clive had been gone for two. 3 miles south of the border I

Nice weather for a breakdown



saw a Norton being followed by a car and trailer.... He had managed to call Chris Milburn who in turn had reached out to an American friend who had met up with Clive and was coming to get me. Again, what great people. We stopped and had a short discussion and since I was on the hook for the tow anyway, we agreed I would head to the border where Chris would meet me and take me back to his Crawford Bay workshop. I still had no cell reception and found out that Rogers were having a Canada wide outage. Good timing Nigel. Clive headed to Riondel to let my wife and others know that I was going to be late. The border crossing closed at 5PM so I moved the bike to some shade and started to investigate – tank off again but this time I had the multimeter. I had just started to get to work when I heard a quite loud and clearly animal sound coming from the dense wood, I was standing next to. I stood still and listened. This was now getting interesting, no cell phone, no-one else around and a 3-inch Gerber blade for protection. It may have been the wind, but the rustling of the leaves/vegetation persuaded me that it would be a good idea to push the bike the 50m back to the CBSA post – at least I would have less chance of being surprised if whatever it was did come out of the wood. Only issue was that this involved 3 trips for bike, luggage and tank – I think I was walking a little quicker each time. At this stage with the knowledge that Chris was only 20 minutes away I gave up and loosely reassembled the bike so that we could get it on his trailer. It was a relief to see him

arrive, as I had not seen another person since the CBSA officers had left. The bike was loaded up in short order and we had the bike up Chris's work bench in an hour. Checking the ignition switch wiring showed no issue so we looked at the main loom from the battery forward....no power. The issue was my old type glass fuse holder that had fallen apart internally an easy fix had I spotted it when I checked the fuse. Feeling stupid I borrowed a blade type fuse holder and 30-amp fuse from Chris, and we were back in business. Embarrassed at having inconvenienced other people, out of pocket for the tow truck - it was not my best moment. But I had met some great people.

Day 8 – Riondel then Home. Chris and Cheryl were kind enough to feed me and offer me a bed for the night, which to be frank I gratefully accepted. Next morning, we headed to the campsite and joined the rest of the gang for the normal relaxed weekend that is Riondel. Clive and I decided we would get the early ferry to get ahead of traffic and had a great ride across the Kaslo/New Denver road and then through Naskusp stopping at Cherryville for lunch. The weather was getting ever hotter, and we were both keen to get back home at this point and we were not hanging around. It was good to make it back home as we had left – together. He had been able to enjoy 2500 miles on great roads in 4 states and one province and has a better understanding of why I love living here!

Afternote: The silly issue with the fuse holder has persuaded me the faithful interstate deserves a little love this winter after 25 years with remarkably little in the way of issues. I am going to tidy up the wiring, check over the top end as one of my exhaust ports is marginal and touch up the frame paint. I also found out why it was idling high in that putting the tank back on after my winter service, I had trapped one of the throttle cables slightly, so it was holding up the slide on the left-hand carb. This is something I would have caught had I done a proper shakedown run. Otherwise, the Bridgestone BT46s were about half worn, the front brake pads are due replacement, and I might put a little more tension on the belt drive. The rear Avon on the Roadster was toast, but it had otherwise done well apart from the aforementioned leak on the gearbox shaft. One thing we did notice is that The Interstate was getting better mileage with the Amal Premiers than the Roadster on Wasells, but this could just be down to different carb settings so I would not say this is in any way conclusive. I am going to get the bigger tank sorted out for next year however, as the Roadster was running on fumes a couple of times.



Trip Report – 2022 Sunshine Coast Ride – John Davidson

An enthusiastic and eclectic crowd attended 1185 Largo Road, Roberts Creek, BC on 11 September 2022. It appeared to me that despite the ongoing drought and active forest fires, the easing of COVID-19 restrictions and spectacular weather meant that riders' spirits were high.

Following a forty-minute ferry journey out of Horseshoe Bay, motorcyclists fled Langdale in groups to convene at Moto Largo. For me, it was like attending an air show where distinctive, rare, and functional

vehicles of the near and far past are on display and are exercised for the good of people-kind. Alan Comfort's work shops are part of a sprawling campus built among towering coastal Douglas firs. The place has a Cathedral Grove quality about it – respectful and calming at once.



Consumption of the bacon butties (bacon on excessively buttered fresh bread)

was a focus and was exceeded only by the high demand for Alan's coffee. Much like a master engine builder, it seemed like only the host could reliably extract brew from the garage-based hybrid drip unit in service. Multiple Norton Commandos as well as Triumph Triples attended; I admired the Velocettes as well. Much attention was afforded a vintage Husqvarna two-stroke (it appeared and



departed under its own power, estimated at a mighty 2 hp). Many of us admired what I suspected to be a 1940s vintage Calthorpe. Without any effort, those interested were invited to admire Mr. Comfort's extensive, restored collection of small displacement Italian Jobs (primarily Moto Guzzi). Alan assured us that his "agents" were combing the far-flung corners of Italy and Europe for rare parts fabricated from unobtainium.

The group observed a moment of silence for our recently departed Queen Elizabeth II – as Alan put it “... I think she was a pretty good one...”.

Attendees had been forewarned that the pub in Egmont was hosting a private function and would be unavailable to us. Like an air crew scrambling to defend a raid, riders flashed their machines and scrambled from the Moto Largo complex at approximately 11:00 hrs. Some departed in small groups; I went north solo staying “left” at the intersection in Sechelt. Hwy 101 (Sunshine Coast Highway) offers limited glimpses of the ocean however the changes

in elevation and sinuous curves let me imagine I was running a portion of the Isle of Man TT (albeit at a fraction of the speed with a fraction of the skill). Past Halfmoon Bay, inside Maderia Park the Grasshopper Inn (12671 Sunshine Coast Highway) provided respite for hunger

and thirst. The pub has an enormous deck where you can look west into the Pender Harbour Water Aerodrome and north west into Garden Bay which I understand is a staging area for vessels visiting the much lauded Desolation Sound.

The return trip to Langdale was unremarkable although I did have a sense of





privilege when I was staged with many other motorcyclists, and we were invited to “jump the car queue” to board the ferry.

My experience reminded me of what a convivial group of people belong to the BMOC and moreover, what an enjoyable day can be had on the Sunshine Coast. Many thanks to our exceptional host, Mr. Alan Comfort.

John Davidson



FYI

As there is no Vancouver Motorcycle Show this January, BMOC hopes to put together a display of members' bikes at the Ace Moto show in downtown Vancouver, January 27-29. The Ace Moto Show is organized by the Burnout Cafe.

The Ace Moto show is a "three-day custom bike show will celebrate tuners, racers and the spirit of life on two wheels" www.acemotoshow.com for more information. If you would like your bike to be considered for the display, please contact Joe Li, joek-aboli2@gmail.com.

Mods vs Rockers:

Joe has contacted a local scooter club to participate. Joe has contacted Stuart Quayle regarding live music. We're planning a fish 'n chip food truck and a show 'n shine. Event will be two weeks after Victoria Day, on Saturday June 3rd.

2023 BMOC Wall Calendar Update: Order Online!

Calendars are available for order online. Payment can be made by e-transfer

to bmoc.treasurer@gmail.com.

Please state your name and number of calendars when submitting the payment. Calendars are \$10 each plus \$5 for shipping 1 or 2 calendars, \$6 for 3 calendars.



Westcoast British Motorcycle Owners' Club
2023 Calendar

Alternatively, payment can be made by cheque payable to BMOC. State name and number

of calendars on the cheque. Mail to BMOC, 403 - 13955 Laurel Drive, Surrey B.C. V3T 1A8. Members can also buy in person at the club meeting on Thursday, December 8.

For those going to the INOA event in Winthrop please be advised that as a holiday destination the hotel accommodations are rapidly filling up for the June 21 to 24 event so you need to book accommodations ASAP.

Member Ads Bikes for Sale

1955 BSA Gold Star 500 DB34

Rare DB model in sport touring trim. Monobloc carb, standard ratio gearbox, western bars. A much more comfortable ride than a clubman.

While stock in appearance, a number of upgrades and improvements have been made: optional 190mm front brake, front fork valving upgraded to give two way damping, electronic voltage regulator, finned aluminum sump plate with magnetic drain plug. The tank has been chromed and painted. The magneto was sent to the UK and rebuilt. The clutch and primary were rebuilt. Original 8 inch finned front brake comes with bike.



The bike is very correct, looks great, and starts and runs well.

Currently on a vintage plate. \$19,500

Contact Stephen Hill, Victoria, at stephenhill@shaw.ca or 778-533-2414

Peter Vanderkooy has his MV in storage, but it is still for sale. 2014 MV Brutale 675 \$8000. May also consider selling his 2009 T-100 Bonneville and/or one or both in trade. Contact Peter at peter@petervanderkooy.com



Items wanted—member ad

Looking for a Triumph Street Cup or something similar, please contact Bruce Davidson at A75Rocket@shaw.ca



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We are always looking for articles and if you have a bike and a story, write it and send it to the Editor at: gveditor2019@gmail.com. **Next Issue deadline mid-March 2023**

We will publish member to member adverts which will have to be a very brief description of the item(s) together with a single contact number or email. As this newsletter is a public document your contact information should be considered to NOT be private so caution is advised.

Submission of articles works best with as separate a Word document with separate photos as an attachment. We appreciate all the work members do to provide a professional submission with photos embedded just so in the word document, unfortunately the pictures don't insert but the words do. The format of the newsletter is 5.5 by 8.5 inches while a standard page is 8.5 by 11 inches so the document spacing is significantly different. I can deal with it so if you have set up an article with embedded photos please don't spend extra time unembedding them. I will do that here. Cheers, just a reminder—a new GV Editor will be needed in 2023. This is not a difficult job, members are great with articles, more than willing to help you get accustomed to the MS Publisher software, great way to keep in touch with members.



"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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2023 UPCOMING BMOC ACTIVITIES

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. NOTE DATES ARE SUBJECT TO ALL FEDERAL, PROVINCIAL AND LOCAL COVID RESTRICTIONS AND MAY BE POSPONED OR CANCELLED ACCORDINGLY.

See Calendar of Events on our website BMOC.ca updated as required. Subject to COVID and 3 virus updates.

Upcoming

Jan 1, Annual New Year's Day Ride weather permitting

Jan 12 BMOC General Meeting

Jan 27—29 Ace Moto Show

Feb 9 BMOC General Meeting

Mar 9 BMOC General Meeting

TBA BMOC Okanagan—Frozen Snot Ride

TBA Victoria Motorcycle Swap meet Luxton Hall



2022 Christmas Party

Thanks to all who brought food, helped with preparations and a special thank you to Penny Freestone who once again proved to be a wonder of efficiency and organization

