

# GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Dec 2019



*Merry Christmas and  
Best wishes for the Holiday Season*



## IN THIS ISSUE:

New directors  
President's message Geoff May  
Vice President Intro Patrick Jaune,  
Part 1 of 3 Going South by Robert Smith  
Sunshine Coast Ridge  
Christmas Party December 2019  
Showtime by Wayne Dowler

2 book reviews by Jonathan Hill  
Letters to Editor  
Many thanks to our Advertisers  
Next Issue will be mid March  
Update on club events  
Book Reviews of Vincent and Suzuki  
Motorcycles



# WALRIDGE MOTORS LIMITED



## Widest Range of British Motorcycle Parts

Alton  
Amal  
Andover Norton  
AP Lockheed  
Avon  
Boyer  
Brituro  
Bartel  
Carrillo  
Champion  
Doherty  
Halcyon  
Hepolite  
JP Pistons  
Kibblewhite  
Lucas



Megacycle  
Mikuni  
Morad Akront  
NGK  
NJB  
Norman Hyde  
Norvil  
Podtronics  
Regina  
Renold  
RK Leighton  
Shorai  
Skitsu  
SRM  
Surflex  
Tricor

Check out our website for new products and specials.

33988 Denfield Rd., RR2 Lucan, Ontario, N0M 2J0 Canada  
Email: [sales@walridge.com](mailto:sales@walridge.com) Phone: (519) 227- 4923



## WWW.WALRIDGE.COM



Shail Sharma Owner  
tel: 604.513.1376  
tel: 877.200.1881  
fax: 604.513.1378

#3 - 19862 96 Avenue  
Langley, BC V1M 3C1  
[shailsmotorcycles@hotmail.com](mailto:shailsmotorcycles@hotmail.com)

# SHAIL'S

motorcycles ltd  
[www.shailsmotorcycles.com](http://www.shailsmotorcycles.com)



BMW • ROYAL ENFIELD • URAL

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](mailto:gveditor2019@gmail.com).

## EDMONDS BATTERIES LTD.

Battery Wholesale, Retail & Recycling  
[www.edmondsbatteries.net](http://www.edmondsbatteries.net)

Abbotsford  
Burnaby  
Langley  
Surrey

33177 South Fraser Way  
7152 Curragh Ave  
20131 Industrial Ave  
6468 King George Blvd

P: 604-852-8774  
P: 604-525-8144  
P: 604-534-7995  
P: 604-596-8774

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

## BMOC ADMINISTRATION FOR 2019-2020

### BMOC EXECUTIVE

Past President, Nigel Spaxman, [nigelspaxman@gmail.com](mailto:nigelspaxman@gmail.com)

President, Geoff May, [geoffmay@telus.net](mailto:geoffmay@telus.net)

Vice President, Patrick Jaune, [patrick.jaune@shaw.ca](mailto:patrick.jaune@shaw.ca)

Secretary, Robert Smith, [t695sprint@icloud.com](mailto:t695sprint@icloud.com)

Treasurer, Peter Vanderkooy, [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com)

Review Committee: Daryl Brown, Todd Copan and Jim Bush.



Above 2020 Directors: Nigel, Darryl, Geoff, Peter, Todd, Patrick, Robert, missing Jim  
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.

Informal breakfast meetings are held every Sunday at 8:00 AM at Jim's Café located at 6th Street and 5th Avenue in New Westminster. Informal rides depart following breakfast, weather permitting.

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: [dgfanning@gmail.com](mailto:dgfanning@gmail.com)

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 and supports  
AIM & BCCOM



## President's Message by Geoff May

As your 2019 - 2020 President, I would like to introduce myself. I've been nominated on many occasions but had always declined, so decided it was time for me to step up to the plate.

I joined the BMOC in 1996 when we came to live in BC. After 5 years living in Edmonton, I decided it would great to get back into motorcycling after 20 years. I bought a 1971 Triumph Bonneville from a British Bike Shop in Edmonton. and restored it back to original specifications and shortly after that I found a 1965 BSA Lightning and a 1970 Bonneville, which Robert Smith now owns.

Thanks to Bevin Jones I joined the BMOC Club. We met Bevin at a Vancouver Motorcycle Show and he suggested that I should sign up and become a member.

Two years later and good riding times with the group, I was approached by Fred Bennett then President who asked if I'd like to be Rides Captain at which time I accepted and I believe that I was in this position on for about 5 or 6 years.

I got involved in many of the events like; the Ride and Tune, Fall BBQ, various times I helped arrange the Christmas Party at the Cruisers Diner in Langley, and I'd like to say that I was instrumental in starting the Sunday morning breakfasts.

In 1999 when the Salt Spring Island guys decided not to hold the Isle of Lamb Campout anymore, I took over the challenge and organized it from 2000 up until 2010 when I found that I was burning out so managed to pass it onto another willing club member. With lots of fond memories, the Salt Spring Island Campout has always been one of my favorite events., When I took over the event, we only had 20 people pitch up, but when I passed it on, I was catering to 120 people. Lots of food, happy times around the campfire and tenting in the rain or luckily a warm sunny weekend.

Done with the historical stuff for the moment. I hope to bring to the Club a full slate of rides and displays, even though most rides for us become some sort of display when we stop somewhere for a break, many people like to stop and chat about the neat old bikes and tell stories about when they were young and had one. Cheers, Geoff

### 2020 UPCOMING BMOC ACTIVITIES

Jan 1 New Years Day Ride;

Apr. (TBD) Todd's Swap Meet

May (TBD) Shake Down Ride

July (TBD) Single Cylinder Ride

(TBD) Vintage in the Valley

Sept (TBD) Sunshine Coast Ride

Sept 27 Fall BBQ

TBD = to be determined

Jan 24-26 Vancouver MC Show

Apr 19 Ride and Tune

June 26-28 Salt Spring Campout

Aug (TBD) Summer Campout Princeton

(TBD) Frontier Rally

Sept (TBD) Cancer Ride and Fund Raiser

Dec 5 Christmas Party

## Vice President's Message by Patrick Jaune

I got the motorcycling bug at 17 and I've never found a cure for it. Not sure there is one. I've pondered this affliction and the best reason I can find for it is that feeling I get from being able to move, exposed to the world around me. A meandering road through ever-changing panoramas, the accompanying momentary scents and the sudden drop in temperature as you roll down to follow the river for a spell. On a sunny summer day, it's magical.

I assume it's a feeling of being a part of it all; what I often hear described as "freedom". Whatever it is, I've got it. I suppose that's also why I don't adhere to full face helmets or heated clothing. To my way of thinking, it diminishes the experience. What's the point if you can't feel the wind on your face, the cold rain or, for that matter, the odd bug impact to remind you that you're alive? .....but I digress.

I've been a member for over 20 years. I originally joined with the idea that I could benefit from the accumulated knowledge within the club to assist me in rebuilding my recently acquired commando basket case, though I didn't really need it (given the vast amount of information available on line). I discovered a fun bunch of guys and have formed many a friendship as a result. There I go digressing again.

My reason for this missive is to see if I can get at least some of you to write in to us with a story or two. I've yet to meet a Canadian who couldn't entertain me with a good yarn. I'll start it off with a tale of woe; well actually, embarrassment.

Before I discovered that wearing proper riding gear makes all the difference, I used to wear sneakers to ride. I was stopped at a traffic light, leaned over slightly on my left foot (the gear change lever side). When the light changed, I shifted my weight to the right and as my foot dropped, the loop of my shoelace caught on the brake lever, stopping my foot about 4 inches from the ground. I watched helplessly as the bike and I toppled over in what felt like slow motion. Once I'd managed to untangle my foot, I was able to right the bike and, sufficiently humbled and humiliated, got back on somewhat less cool and debonair than I'd originally thought.

Now, I'm sure this story has awakened in some of you the long lost memory of a similar act that you would rather forget. We'd all like to hear it. A couple of paragraphs will do. If you're up to it, by all means, make it a dissertation. Send your contributions to "gveditor2019@gmail.com". Your story will likely appear in the next edition of GV.

Looking forward to hearing from you.

MEMBERSHIP DUES—\$25.00/Year (April 1st to March 31st). USA \$30.00, INT. \$40.00  
If your bank/credit union has Interac, just send your payment to [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com).  
Create a question and answer, send answer to [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com) note that exact lettering is important (capitals etc). Make cheques payable to BMOB and mail cheque to BMOB Treasurer, 26-920 Citadel Drive, Port Coquitlam, BC, V3C 5X8. Foreign cheques add \$5.

## Going South: tripping on a 20-year-old Triumph Part 1 of 3 by Robert Smith

In the late 1990s, I was looking for motorcycle-related work, with a view to getting into moto-journalism. In other words, I wanted to ride motorcycles and get paid for it! A not unreasonable goal I thought. I heard about a new company based in Whistler that was offering motorcycle tours in BC and beyond. The company was Rocky Mountain Motorcycle Holidays.



I approached the owner, Mike Ciebien, with a proposal: if he would comp. me a free trip, I would get a story about the trip into a magazine. Mike's main market was the UK, and I had sold a story or two to a UK mag called *Moto Retro*. The magazine bought my proposal (though if I remember correctly, I didn't get paid...), and so did Mike.

When he was setting up his company, Mike approached a number of motorcycle manufacturers seeking a discount for a bulk purchase. The only company that responded was Triumph, then establishing its Canadian distributorship. So...Rocky Mountain Motorcycle Holidays became a Triumph shop. We had 900 and 1200 Trophies, Thunderbirds, Speed Triples, and in 2001, the new Bonneville. And we had some of the first Sprint STs in Canada.

The first time I rode the ST, I knew I would have to buy one. My 1996 885 Sprint felt sluggish and top heavy by comparison. The ST was faster, better handling and much easier to steer at low speeds. So I met Wally Levy at the old International Motorcycles on St John's in Port Moody and ponied up around 15 large--including taxes and the Triumph fitted luggage.

I rode the wheels off that bike in the first couple of years with Rocky Mountain. It became one of the "mules" for the guides to ride (with an appropriate mileage allowance of course). Then in 2003, I got an offer to become an "editor" (actually tour story writer and photographer) for a new US-based magazine called *RoadRUNNER* (their caps). The first tour I did was on the ST around Idaho and Montana (with Club President Geoff May). Eventually, *RoadRUNNER* started organizing tour bikes for me to use, but the ST was still my "go to" and preferred ride.

Working for RR was always a challenge. Their copy editor had a very clear idea of how I needed to write my stories, and didn't mind giving me "clear and direct" feedback. The owner, Christian Neuhauser had been a professional photographer, so he also had precise ideas about my snaps. I was to always include a motorcycle in my shots—but never the back of the motorcycle!

No complaints—working with RR was a great opportunity, I had a lot of fun, and even earned a few crumbs. But I could count on one hand the number of freelance motorcycle journalists who earned enough to live on back then. Now, I doubt if they get paid anything! The main problem: there was always someone with time on their hands (retired, maybe) who would do the job for next to nothing...

It's been said that if you make your passion your profession, you've cracked to code to enjoying work. That may be true; but I found after a few years that I had stopped enjoying riding because it *was* work. Then Christian was killed in a crash when the

Ural outfit he was riding tangled with a semi. I decided I wanted to focus on vintage bikes. I was all toured out.

I really enjoy the work I do now with Motorcycle Classics. Many publishers tried (and failed) to launch US-based classic motorcycle magazines, but MCC has found the magic formula. I was still travelling to assignments, and my first choice of transport was the ST. It's taken me to rallies all over the northwest and California. But I realized this year that I hadn't done any serious distance riding in maybe five years. Could I still do it? With my next birthday number starting with a seven, I wasn't sure. Except that if I did, I'd be riding the ST.

So it was that this last September, I decided to ride the ST down to southern California. There was an incentive: it would mean I could leave the bike there, so I had a ride in place when the Smith family (both of us) travels down to Palm Springs in March. I can no longer trust my '03 Chevy Astro to make the journey safely, and our replacement van isn't tall enough to get the ST inside. So I would ride south and share a storage unit that a friend was renting in PS, then either ride or ship the ST back home in the spring.



I look after the ST—I do oil changes and valve service on time—but the old girl is 20 years old (November '99 build), and has 120,000km on the odo. But I've now built up quite a level of trust. Apart from a puncture, it's never let me down on the road. And the only—only—issue I've ever had with it was a minor electrical ground fault. It made me a few minutes late for breakfast...

### As the crow flies

My route will take me on some familiar roads, and some new ones. And I want to cover the 2,000-plus km in five days. I plan to cross the Cascades as soon as possible to get the drier weather to the east. But I also have to consider chilly temperatures in the Sierra Nevada and the furnace that is Palm Springs in late summer.

Choice of gear is always a challenge on a long trip. I've chosen a ventilated jacket and pants by Olympia, both with supposedly waterproof liners—and as a last thought, my ancient, Vancouver-made electric vest. So I give the ST its 120,000km oil change, fit a new set of Dunlop Q3s and head south on I5. The forecast for the Pacific Northwest is the usual mix of cloud, sunny breaks and a good chance of rain. That chance hits 100% in Everett, WA, and I get a good drenching.

I choose Snoqualmie Pass on I90 to cross the Cascades. Sure, 20, the North Cascades Highway is a favourite and a classic motorcycle road, but not in the rain, which threatens all the way to Ellensburg. A watery sun occasionally breaks through the cloud, but a blustery wind makes passing trucks on the four-lane highway a butt-puckering experience. I turn off I90 heading south to Yakima on the exquisite Yakima Canyon road, and things look brighter. The highway is smooth, curvaceous and relatively free of traffic, and I dispatch the odd dawdling camper and motorhome with a twist of the throttle. A solitary rail line meanders alongside the broad

Yakima River as it flows between steep canyon walls.

My destination for night one is the Ponderosa Inn in Goldendale, just about five miles north of Riggs on the Columbia River. The chill mountain wind has abated, and the afternoon temperature is pleasantly mild under high cloud. I grab a deli sandwich and some wine from the local market and settle in to my room.

Next morning, I pass on breakfast at the Ponderosa and roll down to the Columbia, squinting in the early morning sun. The long, sharp shadows under clear blues skies along the Columbia Gorge cause me to stop for a snap.

I cruise along I84 west into a strong breeze before turning south in The Dalles. US 197 is twistier and much less busy than 97, the main route south, and avoids much of the truck traffic. I can even linger standing in the middle of the road for that beauty shot toward Mount Hood across recently-harvested golden grain fields. But Hood is being shy, her snowy peak draped in cloud. In Maupin, I face a choice: I can ride the classic Bakeoven Road to Shaniko and rejoin 97, or continue on 197 to Madras. I choose the latter: I'm on a schedule; and I have to make a stop in Bend to buy a power unit for my laptop. The one I already own is on my desk at home...

I stop in Madras at the Truck Stop Diner, and enjoy a perfect greasy spoon experience. The décor is a symphony of vinyl, laminate and chrome. I choose the Farmer's Skillet, a couple of eggs over hash browns fried with peppers and bacon. (Because everything goes better with bacon...) Back on 97 for the haul south to Klamath Falls through scrappy stands of pine and an endless stream of 18 wheelers under hot sunshine.

I've booked a Motel 6 for the night on the basis of reasonable rates, good reviews—forgetting that most reviews are 'incentivized'—and the ability to park the ST close to my ground-floor room. (A few days later, the manager at a service center asks me to give her a five-star rating because she'll earn a free pizza!) At least the M6 keeps the lights on for me, but the service desk is behind a plexiglass screen with a small slot through which to pass money... I remember Klamath Falls as a quaint, small town down on its luck. The new commercial strip with its chain diners and gas stations only serves a passing trade: the old town seems to have disappeared.

To be continued...





## Sunshine Coast Ride

Gord Henderson

The day started out overcast and cool but with sunshine promised. Four of us went to Trolls at Horseshoe Bay for a bite of breakfast. Myself, Bernd & Joan, and Bernd. As the four of us were on BMWs we thought, "this must be a Beemer rally". Not to worry though, plenty of British bikes showed up in time for the 9:50 sailing to Langdale, and so did the sunshine!

Al Comfort met us just off the ferry and led us along the scenic route to his home and shop, Moto Largo, near Roberts Creek. Al's is beautiful property where Al has his large collection of classic motorcycles on display along with a Model AA truck and a Lotus Super Seven. Al and Judith treated us to tea or coffee, lox and bread, muffins, cookies and donuts. A great spread!



Leaving the Comfort's, we headed north up the Sunshine Coast Highway to Red-roofs Road which follows the coast then reconnects with the highway at

Halfmoon Bay. Then it's north another 44 km to Egmont where some had lunch and all shared motorcycle stories.

After lunch at Egmont it was southward bound, about 85 km, back to Langdale for the 5:45PM sailing to Horseshoe Bay.

I joined the Okanagan Chapter of the BMOC in 2018. This was my first encounter with the Vancouver Chapter and I can't overstate how much I enjoyed my day on the Sunshine Coast. Thank you all!

Gord Henderson  
Kelowna



## Christmas Party 2019

The Christmas party was a success again with 54 attendees and we all had a good time with great food and good company.

The BMOC would like to give thanks to:

Penny Freestone for planning the event  
Nigel for cooking the Turkey  
Geoff for cooking the ham

Thanks to all who contributed door prizes, especially Bob Duncan, Eric McNab, Peter Vanderkooy, Todd Copan Geoff May

BMOC also contributed some club regalia.

Door prizes from suppliers: Walridge Motors, Modern Motorcycling, International Motorsports, Shail's and Motoparts.

Geoff May

Presentation of Member of the Year award, George too gob-smacked to say anything



Cake made by Erin Reddy for the Party



The Showtime column is written by Wayne Dowler to provide timely updates on recent shows, member involvement and exceptional handwork and we trust that you will find this useful and perhaps encourage you to attend and participate in these events.

### **Showtime 2019**

Information on car and motorcycle events for BMOC members.

Looking for something to do now that the dreary days of winter are upon us?

Here are two suggestions from BMOC member Alan Comfort that you may enjoy.

The Las Vegas Motorcycle Auctions are a great getaway. For 2020 they have expanded to a six day extravaganza, from January 21 to the 26.

Two auction houses will be vying for your attention. Mecum will be offering at least 1700 bikes over the six day period, while Bonhams will be in operation only on January 23 and could have another 200 bikes.

While there can be some bargains, the buyers' premium, exchange rate, travel expenses, shipping costs, import fees and the hassles associated with getting imported bikes registered in BC may pretty much negate any cost advantage. But if you are looking for something special this may be just the place to find it. Plus you get to see all these wonderful machines up close.

<https://www.mecum.com/auctions/las-vegas-motorcycle-2020/lots/>

<https://www.bonhams.com/auctions/25192/>

And now for something completely different;

The WAAAM . (Western Antique Aeroplane and Automobile Museum)

Located in Hood River Oregon and open daily from 9AM to 5PM, this museum has a extraordinary display of antique aircraft, automobiles and motorcycles. Be sure to check out the special displays and events on the "Second Saturday" of every month. You may even learn to drive a Model A. It is about six hours from Vancouver and is a great weekend getaway for a van full of like-minded individuals.

Just think of this, a weekend full of cars, planes, motorcycles, and possible some beer with your buddies. Sounds like an ideal way to drive away some midwinter blues.

<http://www.waaamuseum.org>

Enjoy your Christmas holidays and all the best to you for 2020.

**BOOK REVIEW****“Triumph – Production Testers’ Tales from the Meriden factory”**

Author: Hughie Hancox

Foreword by Hughie Hancox

New soft-back edition in the Veloce *Classic Reprint* Series.

Published by Veloce Publishing Ltd., Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester, Dorset DT1 3AR

Tel.: 01305 260068

E-mail: [sales@veloce.co.uk](mailto:sales@veloce.co.uk)

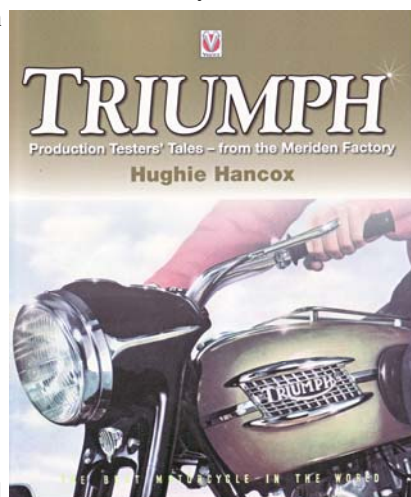
Fax: 01305 250479

Soft-back, 207 x 250mm (portrait); 160 pages with 183 photographs and illustrations.

ISBN 978-1-845844-41-7/UPC 6-36847-04441-1

£25 (UK); \$39.95 (USA); \$52 (Canada)

Book reviewed by Jonathan Hill



With a father who was a keen motorcyclist and long time friend of Jack Wickes, the brilliant draughtsman and later Edward Turner’s right-hand man, it was no surprise to learn that the late Hughie Hancox was a life-long Triumph enthusiast. Starting work at the Meriden factory in 1953, working as a fitter until his call-up for National Service. He eventually graduated to the famous Royal Corps of Signals Motorcycle Display Team or “White Helmets” as they were known, serving as a riding member of the team and the corporal fitter, responsible for keeping the team’s Triumph TRWs in top form. After demob. in 1959 Hughie resumed work at Meriden in the experimental department, and actually worked on the prototype Bonneville. He eventually became one of the legendary Triumph Production Testers from 1960 to 1962; later becoming a fitter, technical advisor and trouble-shooter until the factory closed in 1973.

After being issued with a new Belstaff riding suit and a set of trade plates, Hughie was sent out to learn the ropes with one of the 12 testers, initially riding Tiger Cubs, progressing in capacity to the 650cc twins. At first he suffered initiation pranks, but got his own back by soldering over the breather hole on the underside of the perpetrator’s filler cap! Many of the production workers were jealous of their seemingly glamorous jobs, riding new exciting machines. However their test quota of 12 machines per day had to be achieved regardless of weather conditions, often wearing soaking wet riding gear.

Records were kept of each machine ridden and faults noted – the Lucas wiring looms for the QD headlamps were made too short at one time, with everything cutting out on full lock on a dark night; the early Bonneville’s with remote float chambers that would not run evenly at slow speeds. Trouble-shooting methods are described and modifications to new models are listed as well as the different American market models.

Hancox was a very descriptive writer when relating to his colleagues and working practices at Triumph and you feel as though you are on the pillion when he takes you through the Meriden test route on his favourite machine - the American spec. TR6 “Trophy” with its upswept pipes and small Burgess silencers.

**BOOK REVIEW****Book reviewed by Jonathan Hill****Royal Enfield – The Early History – 1851 to 1930**

Automobiles, Cycles and Motor Cycles

Author: Peter Miller

Designed and published by FWtoC Publishing

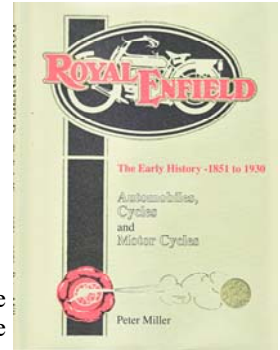
Available only from Peter Miller, who will supply signed copies if requested.

E-mail: [corgiking@aol.com](mailto:corgiking@aol.com)

Hardback, 215 x 285mm, 280 pages, with over 350 photographs and illustrations

ISBN 978-0-85101-644-3

£30 plus p&amp;p



The origins of Royal Enfield date back to 1851 and the decision made by George Townsend to set up a needle manufacturing works at Hunt End, near Redditch. By 1885 the company had commenced manufacture of cycles and cycle components to exploit the new cycling craze. The expansion of the business created financial difficulties and provided an opportunity in 1891 for the factory to be taken over by Albert Eadie and Robert Walker Smith. Albert Eadie was claimed to be the country's finest salesman and Robert Walker Smith was a talented and innovative engineer, both men were keen to enter the cycle manufacturing industry.

The first Royal Enfield motorcycle, a 1½hp Minerva-powered machine, was announced in 1901. Other machines, including water-cooled and chain-driven models, would follow before manufacture ceased in 1905 owing to limited demand. It would be November 1909 before the company re-entered the motorcycle markets with a 2¼hp lightweight machine. Lightweight solo and heavy weight combinations were subsequently offered, with a more comprehensive range made available from 1924 onwards.

It is interesting to read that the famous Royal Enfield patented cush drive rear hub was available as long ago as 1912. Scalloped-edged and cellulose-finished saddle tanks were introduced in 1928. Particularly handsome was the 9.76hp (1,000cc) four-speed Sports Model 182 with its impressive 8in brakes. Enfield's hubs and brakes were highly regarded and supplied to other manufacturers including Norton and Brough Superior. A handsome range of sidecars were also produced.

This book presents a history of the company – the world's oldest surviving motorcycle firm from its birth as a needle manufacturer in 1851 through to 1930 and its position as a major bicycle and motorcycle manufacturer. Details are presented of all Enfield models produced during this period. Competition and racing is discussed only when relevant to the ongoing story of the machines' development – here we read of a young Stanley Woods (later to become a TT legend), as a member of RE's 1925 Junior TT team.

Peter Miller is to be congratulated on the extraordinary amount of research he has completed to produce this superb high-quality hardback book, not just for reference use but for its myriad of fascinating photographs and illustrations of machines, employees and customers from the official works albums.

A very good read and highly recommended.

Our advertisers support our club and the publication of our newsletter "Good Vibrations". Please support our advertisers as they are known to have what we need when we need it!

### Letter to the Editor

Hi George  
Maybe the following is of interest for the newsletter:

The front brake-drum of my 1956 BSA, was oval when the bike was restored thirteen years ago. This resulted in really bad braking performance and over the years it got worse and worse.

The bike is only 250cc (all of eleven horsepower on a good day) so the brakes do not have to be super-efficient. But still, good brakes are good to have.

Club member Tom Mellor (of Bonneville Salt Flats racing fame, no less) to the rescue. He has a machine that will turn the inside of the drum and this straightens out any ovality. Tom takes the whole wheel (no need to take the tires off) clamps it in place. The machine is aptly named the "Drum Dokter".

This resulted in nice even braking, something I have never experienced on this bike. A big thank you to Tom.

Steve Snoen.

See pictures on back cover.

**MOTOPARTS**  
British Motorcycle Parts New & Used **INC.**

**TRIUMPH**  
**BSA**  
**Norton**

**WWW.MOTOPARTSINC.COM**  
EBAY STORE: STORES.EBAY.CA/MOTOPARTS-INC

MOTOPARTS@MOTOPARTSINC.COM  
204 WINDERMERE DRIVE  
EDMONTON, AB T6W0S4  
780.988.8198



**British Motorcycle Parts  
Service and Restoration**



**Telephone: 604-316-4004**  
email: [info@unionjackcycle.com](mailto:info@unionjackcycle.com)

**WWW.UNIONJACKCYCLE.COM**

**49643 Chilliwack Central Rd., Chilliwack, BC • V2P6H3**

**Restorations by Anthony Nicholson and Associates**



**Daryl Brown & Associates**  
*Barristers and Solicitors*  
**102 - 4664 Lougheed Hwy**  
**Burnaby, BC V5C 5T5**  
**C: 604.612.6848**  
**Toll Free: 1-844-BIKE-LAW**

*Injured in a motorcycle accident?  
We can help. As a motorcycle  
accident lawyer, Daryl's main  
objective is to serve the motorcycle  
community where he has been  
involved for 36 years. He and his  
team of lawyers can help with your  
motorcycle accident injury claim  
occurring in British Columbia,  
Alberta or Washington State.*

**Personal Injury Lawyers**



[www.MotorcycleLawyer.ca](http://www.MotorcycleLawyer.ca)



MATCHLESS SERIES No. 6



**IN ONTARIO  
CANADA**

*They make it a Matchless  
and ride Further-Faster*



MATCHLESS MOTORCYCLES  
are distributed in  
ONTARIO, CANADA  
by  
Messrs. FIRTH'S MOTOR  
CYCLE ACCESSORIES  
of TORONTO

**MATCHLESS**  
*Clubman*

TORONTO WINDSOR  
TORONTO PARIS

2  
5