

# GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Dec 2020



*To motor cyclists, far and near,  
The same old greeting, warm, sincere:  
"A merry Christmas!" And, what's more,  
Good fortune for the year in store;  
Smooth, happy progress all the way  
If you leave it to your*

**BSA**

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Front cover courtesy Bevin Jones

Rear cover, more photos Mini Vinnie

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## 2020 UPCOMING BMOc ACTIVITIES

All upcoming events are dependent on Health guidelines and status of COVID 19 pandemic. Indoor club meetings are cancelled until further notice. Email and website notification of upcoming rides or events will be circulated as and when conditions allow. Ride safe/Stay safe. Good Health to all. Please refer to latest Executive Minutes for current proposed events.

## BMOC ADMINISTRATION FOR 2020-2021

### 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, Ian Bardsley, [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com)

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

### 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. Both are subject to COVID-19 regulations and currently postponed.

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](mailto:gveditor2019@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

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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](mailto:gveditor2019@gmail.com).

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.

## President's Message

Hello BMOG members, Merry Christmas and all the best in the new year to all of you out there in isolation land. Yes a difficult year has gone past but we managed to stay afloat with a membership count of 157.

An update on what we have planned for 2021, we are continuing with our monthly Zoom meetings and have had a good response, but we would really like to see more members attending. I know it's difficult coming up with things to discuss but your executive is trying to do our best, however some input from members on what they would like to see for our Technical sessions is always welcome, please get involved.

With hope insight with the coming of the vaccine maybe we can start getting together again in April and hopefully the INOA Notorious Rally in Lumby will not be totally cancelled. As of right now everything is proceeding as best as we can but things will definitely be decided in March or April.

We have had 100 BMOG 2021 Calendars printed and by now everyone should have one if they were lucky, unfortunately we sold out in three days. Thanks to Robert Smith, Jim Bush and his son Zac Bush for doing an excellent job on these. They will be a collector's item for the future. We will look at doing this again though the price maybe a little higher next time, we will see.



We are also still looking for articles for our newsletter, one thing was letters to the editor which we have not seen much of but I'm still hoping that you guys will get inspired to write a few lines of experiences etc.

All I can add is that the club has a great executive with lots being planned if we can get through this lock down and back into our normal routine.

Please everyone stay safe and once again happy holidays.

Cheers, Geoff

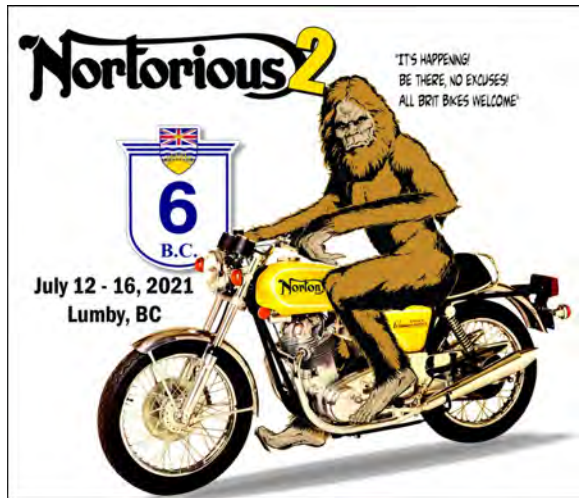
## Nortorious 2 Update

“May we live in interesting times....”

I suspect we all wish life was a little more boring and we did not have an unpredictable pandemic to contend with. BMOC Okanagan are still very much hoping that Nortorious 2 will take place in Lumby from the 12-16 Jul 2021. Much of the planning has been done, however, with events outside of our control, we are making contingency plans with the aim of remaining flexible and having an event that is scalable regarding numbers

attending. Our primary guidance will be public health criteria on permissible numbers for events from the BC Minister for Health and our Provincial Health Officer. The other major factor is obviously whether the US-Canada border is open. For the next month, we will be working with partners and suppliers to understand their situation and not least dates when we need to confirm contracts etc – the idea is we persuade our partners to push confirmation dates as late as possible. Our intuition is that we will need to make the decision somewhere between mid-Mar and mid-Apr next year. Once the decision is made as long as it is not total cancellation, we will open the link for bookings. So, what can you do? First please think about coming and keep that week free in your 2021 schedule. Second we will be releasing news on the [www.nortonrally.com](http://www.nortonrally.com) website so please monitor that. As of Jan 2021, we will be adding a ride of the month to the website, featuring some of the great rides available in the interior of BC. Finally, if you think you want to come please let us know via the info email: [inoalumby2021@outlook.com](mailto:inoalumby2021@outlook.com). Whatever the final format, you will be assured of a great welcome, great riding and great company.

Nigel Whittaker



## Energy: it's out there.

by Robert Smith

“Ye cannae change the laws of physics, Captain...”

The Second Law of Thermodynamics is one of those principles in which science seems to overlap with philosophy. In its simplest form, the Law states that heat can only flow from a hotter body to a cooler one. It's a concept you'll be reminded of next time you park your bike and touch the header!

But there's another expression of the Law to do with energy and randomness. Left to their own devices, says the Law, closed systems will tend toward their lowest potential energy state, which is also their highest level of disorder—just like my workshop, for example, or that second drawer down in the kitchen.



Of course, women are unbound by physical laws. In her walk-in closet, She Who Must Be Obeyed has her three hundred-odd pairs of shoes lined up neatly on one wall in specially constructed racks. Then again, she does spend a lot of time in there getting things organized. And here's the flipside of the Second Law: to create order out of disorder, you have to put energy back in.

Case in point: Some years ago, I bought a rolling basket Royal Enfield Constellation. It had been standing in a back yard in Surrey from about the time Moses was in short pants. Metal articles left outside for any length of time tend to disintegrate, of course, and parts go missing (there's that Second Law again...). But fortunately, and in an eventuality so rare as to make hen's teeth commonplace, the owner had sprayed the whole bike with a preserving oil of some kind. There was no visible rust; the engine, wheels handlebars and transmission all turned; and the alloy was glossy.

But that was the only good news. The handsome cast alloy fork top “casquette” (a Royal Enfield trademark) was missing, replaced by a cheesy tin bracket. Over the engine was perched a Triumph gas tank, with a BSA seat parked behind it. The front fender was a cheapo aftermarket blade and the rear item had been chopped. Needless to say, it didn't run.

Announced in 1958, the Constellation was, for four years, Royal Enfield's flagship model. Based on the 700cc Super Meteor, the Connie had radical cams, high-compression pistons, magneto ignition and a single Amal TT9 racing carburetor. A good one produced around 52 hp (the contemporary Triumph Bonneville claimed just

46hp) and was capable of sub-13 second standing quarters. At the time, the Constellation was the fastest production motorcycle built.

It wasn't without issues. Enfield 700 twins were made with separate cylinder barrels and heads, and carried their oil in a cast-in tank behind the crankcase. In the 32hp Meteor and 40hp Super Meteor, this wasn't a problem. But if you used all the power of the Connie, and without a solid cylinder block to hold them together, the crankcase halves would "walk" against each other, allowing the oil tank to hemorrhage. Allied to inadequate engine breathing, the Connie soon developed a reputation for incontinence, leading to the "Oilfield" nickname.

Undeterred, Southampton, UK, Enfield dealer Syd Lawton entered two Constellations in the 1958 Thruxton 500-mile endurance race. Bob McIntyre's bike came home second with another Connie in third, but that was about it for competition success. On production models, twin Amal Monoblocs replaced the temperamental TT9, a new clutch was introduced and oil pump changes made to try to improve big-end oiling, always an Enfield weakness.

By the time "my" bike was built in 1963, the Connie was no longer top of the heap, displaced by the 736cc Interceptor. It seems that the Redditch, Worcestershire factory tried to capitalize on the name by selling off what were effectively Super Meteors as Constellations. In his book, "Royal Enfield: the Post-War Models," Roy Bacon calls this the "sidecar Connie." Gone were the twin honking 389 Monoblocs, replaced by a single 276. The magneto was ditched in favor of cheaper coil ignition, while internals featured low-comp pistons and mild cams.

I decided to rebuild mine as a full-bore Constellation. I located the correct "casquette" and had it powder coated along with the frame, fork legs and swingarm. Pushed for time, I handed the engine to a now extinct British bike "specialist" who turned my deposit into beer and BC bud, then forgot about the rebuild. I eventually got the motor back with new pistons but the bores were too tight and badly honed. The timing drive was also wrongly assembled.

This is where the Second Law kicks in again. I decided I couldn't trust any of the engine work and completely dismantled the motor. By now the bike was in almost its maximum number of parts—or its highest state of disorder and randomness. Getting it back together was going to require a *lot* of energy.

So the Constellation parts languished all around the garage in almost as many boxes as Herself has pairs of shoes. I realized eventually that none of the boxes had been opened in years.

This epiphany coincided with the annual Classic and Vintage Motorcycle Swap Meet and Show 'n Shine. I booked a table, hauled the boxes to the swap meet and traded them for a handful of folding money. So that's a big chunk of potential energy I'd acquired for other projects. The Second Law of Thermodynamics was holding good!

## ELECTRIFYING

Ian Bardsley

Early on in my riding career, I learned that even with a half decent jacket and gloves, you can get cold quickly, even in the summer. Once your fingers and toes are cold, it creeps insidiously up your limbs and into your core and at that point the joy is gone... just getting there remains. Survival while riding in the slippery season demands proper mental focus and agonizing about your frozen extremities becomes a dangerous distraction. And so it was after many years of self-inflicted suffering that I resolved to address the challenge.

Fortunately my first efforts in adding heat were to my “newish 1998 Triumph Trophy”, which thankfully is equipped with lavish electrical capacity. I acquired an electric vest which is easily connected to the battery via a fuse and SAE 2 pin connector. Even the modest 38 watt draw of the vest made a night and day difference to winter riding. Some of the more expensive vests come with temperature control – I control mine by unplugging it when I gets too hot. Another aspect of this simple connection is that it is impossible to get off the bike and leave the vest connected – it becomes self-disconnecting, an important attribute.

Next up – heated grips. After some research I selected Hot Grips, and American made product with good reviews (no longer available). Installation required a bit of thought and effort. The grips were epoxied in place – you don’t want them slipping and stressing their cables. The electrical supply was taken from the load side of the ignition switch and provided with its own in-line fuse. This ensures they are OFF when the ignition is off – important in avoiding a flat battery! The control for these grips was a simple HIGH–OFF–LOW toggle switch. In the LOW position a substantial resistor was connected into the supply path to reduce the heat.

I spent my last several years riding to work through the winter with this set-up and I can say that I arrived at work just as comfortable as if I had arrived by car – cozier, in fact. But the benefits weren’t just in the winter. My son and I ventured up to Haidi Gwaili in July some years back – him on my KLR 650 and me on the Trophy. I recall arriving in Terrace mid-morning after traversing a mountain pass and he was almost frozen – I was toasty. Heating has year round benefits!

The problem with adding heat to older British bikes is the charging system limitations. If you have a 6 volt system... forget it - the heating systems are all 12 volt and demand too much power for a puny generator. One option is gloves/vests with their own rechargeable batteries. They come in either 12 volt or 7.3 volt versions. If you want to use your heated equipment on another



er bike, the 12 volt option might be the best choice.

If your bike is 12 volt, then the next limitation is the alternator capacity. By the 1960's, the capacity was typically 120 watts. With some effort you might be able support a vest, but it won't handle grips too. One approach would be to replace the head/tail lights with LED versions to reduce their power consumption, leaving capacity available for a vest.

Following is a typical Power Budget for a Lucas alternator equipped bike.

I present the table with the knowledge (and trepidation) that there are MANY variations on (and trepidation) that there are MANY variations on those numbers depending on your specific bike and set-up.

Note that there is no provision for brake or turn signals since these are temporary loads. What is clear is that a 120 watt alternator – which is the maximum power it can produce at speed – would have only 35 watts available to charge the battery OR heat your accessories. A LED headlight would draw about 12 watts, making a 40 watt vest a possibility. If you are thinking about using a vest, check your Power Budget in advance!

ITEM	POWER (Watts)
Ignition	24
Headlight	50
Tail Light	6
Instruments	5
TOTAL	85

Trophy –ve ground  
Hot 12v +ve Shielded



Some of the later British bikes sported 12 volt - 180 watt alternators – my Norton Commando MKIII has one. It can readily support my heated vest, but I've not been brave enough for grips as well. It's possible to upgrade a 120 Watt alternator to 180 Watts through the replacement of the stator and Zener diode regulator. Another upgrade option is a 3 phase 180 watt alternator and rectifier/regulator. Compared to the standard single phase alternators, it improves low speed charging – which is useful if you are mainly commuting.

A note on SAE connectors: They are cheap, fairly universal and used on many battery tenders/chargers which make the addition of a connector attractive both as a vest outlet and as a charging port. I use them on my Trophy and Commando with the follow-

Commando +ve Gnd  
Hot 12v -ve Shielded



ing caveat – you’ve got to be very careful with the POLARITY. Battery chargers are set up for –ve ground bikes (like my Trophy) but my Commando is +ve ground (earth actually). You need to reverse the SAE connections to the battery to avoid leaving the exposed terminal LIVE (hot). This presents a problem for charger connection in that polarity is reversed. I have overcome this by making a “swap cable”. A short lead with SAE 2-pin connectors at each end, but with a polarity reversal (shielded<->shielded, bare<->bare). The swap connector is used exclusively with my Commando allows me to connect my charger without problems.



Swap Cable: Shielded <-> Shielded

And as a FINAL note – always include a fuse in the HOT line of your connector, or risk a fire and complete rewire!

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### 1914 James Motor Cycle Submitted by bob crosthwaite

This took place on Easter Sunday 1959 and I had entered the Cotswold Vintage motor cycle rally. To get to the start of the rally I had to ride my 1914 James 90 miles. This produced a few challenges. I thought my cruising speed would be about 30 MPH. It would therefore take me about 3 1/2 hours, so it meant a very early start, also being Easter Sunday, I could not count on any gas stations being open so early. The gas tank held about 1 imperial gallon, so I took extra gas in a 1 qt can. And hoped that would be enough to get me there or to an open gas station, as it was, I did not find an open gas station till I got to the town in which the rally was to start. I did indeed need that extra quart of gas. This meant that the bike was doing about 90 miles to the gallon, not bad for a 45 year old motor cycle. The rally distance was about 45 miles and included some steep hills both up and down. After one long downhill stretch the bike would not fire up again. After checking various things I decided to try the spare spark plug that I had with me. This bike has no clutch, so to start it, it is necessary to put it in first gear, pull in the decompressor, run and push the bike, let go of the decompressor, jump on and ride away, assuming the bike has started, and luckily it did. The next challenge was to ride through a twisted course set up with ropes without putting a foot down or

stalling the bike. This is no easy matter when there is no clutch. It is therefore necessary to work the throttle and decompressor together. Shortly after this, the rain started to come down quite hard, and because of my earlier breakdown, I was a bit behind time, even though I had opted for an average speed of 15 MPH. I now had to ride as fast as I could, in spite of the rain. The bike final drive is by a belt and the rear brake is a vee block which works on the inside of the rear belt pulley and is operated by ones left heel. I had to hope that I would not have to do an emergency stop as that would probably have resulted in a spill. The front brake is a stirrup type bicycle brake and is virtually useless. Luckily all was well and I managed to cross the finish line only 20 Min late. It seemed as though all the other competitors had also found it to be a challenging course as I ended up winning the competition and was given a silver plated cup, which I could keep for a year. After a year this was to be replaced by a miniature replica cup which I still have. The original cup would then be awarded to the next year's winner.

As it was a bit late in the day to ride all the way home, I stayed the night with my Great Aunt, and set off home the next day. After I had ridden about half way, I noticed the fuel line was leaking. Luckily I met an AA man on his motor cycle and side car. (This is the equivalent of BCAA). He said I could follow him to a friend's service station where I could solder up the leaking pipe. He asked at what speed, I wanted to ride, and I said about 30 MPH. When we got there, He said we had been doing 40 MPH. There is no requirement for a speedometer on a bike of that age. I soldered up the fuel line and that repair is still as good as new, 60 years later.

Details of the bike follow.

2 1/4 HP, 225 cc, Two stroke.

Chain cum belt drive transmission.

No clutch, A decompressor is used to start the engine and for changing gear.



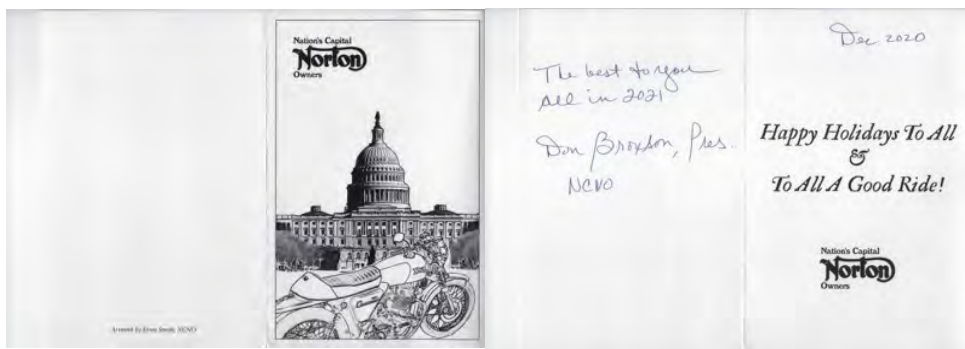
There are two gears. On each side of the engine, there is a chain drive with different ratios. A dog clutch connects one chain drive or the other to the rear wheel belt drive.

For lubrication oil is mixed with the gasoline. There is also a separate oil tank that has a hand operated plunger oil pump. This is used to feed additional oil to the main and big end bearings for start up and when going up or down a long hill.

Lighting is by acetylene, generated by dripping water onto calcium carbide. The water flow is controlled by a needle valve.

As there is no clutch the engine is stopped when the motor cycle is at rest. To start the engine, first gear is engaged, the decompressor used and the motor cycle is pushed to spin the engine over. Once the engine is turning over the decompressor is released and hopefully the engine will fire and start. To change from first to second gear, use the decompressor, move the gear lever to neutral, and then to the second gear position. Changing down is more complicated and is similar to double declutching where there is no synchro-mesh on the gears. To change from second gear to first gear, the throttle is fully opened, decompressor operated, the gear lever moved to neutral, the decompressor released, allowing the engine to speed up. The decompressor again used and the gear lever moved to the first gear position. Decompressor released and you are now in first gear .

Braking is with a stirrup type brake on the front wheel and a Vee block on the inside of the rear wheel belt drive pulley, which is operated by the riders right heel. The decompressor can also be used when slowing down.



**Whatever Next**

Ian Bardsley

In the beginning... as it goes, there was the pedal cycle, and even before that the Dandy Horse Velocipede (some days, it seems like I go back that far). As with all of you, I suspect, I started with pedals as my means of propulsion. My most recent acquisition takes me full-circle, in that it has two wheels and pedals... but with the very useful addition of an electric engine.

Fear not, I have neither lost my marbles, nor my desire for petroleum propulsion... my e-bike represents the intersection of geezerdom, exercise, environmentalism and sheer laziness. I have the fortune to live on a mountain, but when it comes to bicycling, at my stage of degeneration, that might be a one-way trip. Having the desire to get at least SOME exercise from my riding I came to the determination that an e-bike is the best option. I can fly down the hill and pedal just as much as I want getting back up again.

And so it came to pass, after much pondering, that a suitable e-bike came on offer at Costco and my wife – intrepid shopper that she is, called my bluff. No more snivelling about the expense she mocked, buy it or shut-up! And so I did.

And just how does this electrical contrivance work? you may ask... very well actually. The bicycle parts are very familiar, large 28" wheels, front suspension, derailleur gears (rear only), sit-up-and-beg handlebars, comfortable seat, (I told you I was a geezer), luggage racks, absolutely excellent disk brakes and best of all - the electric propulsion system. It operates on the basis of Electrical Assist, which means that you have to be pedalling for the power to cut-in: you stop, it stops. It has 9 levels of assist from none to hang-the-hell-on! Best of all, it has a thumb operated accelerator that bypasses the pedalling requirement – very useful in crossing intersections.

Now the difference between electric motors and gas engines is that the latter rely on RPM to increase power output, whereas the former offer maximum power from the get-go. This imbues the beast with remarkable off-the-line acceleration. I have learned to be careful when launching myself across a Cross-Walk (more on that later), since if you are on maximum power a wheelie driven dismount is a real possibility.

I have to digress a bit on the joys of modern cycling. When I was a boy (yes I can dimly recall that), the Bobbies (I was raised in England) were very anal about riding on the sidewalk (pavement actually) and I was cautioned on enough occasions to risk my life in traffic. Nowadays, it's a libertarian's paradise. I routinely ride on sidewalks where a bicycle lane is lacking, ride across cross-walks dodging pedestrians and treat Stop-signs and Traffic Lights as optional. Try that with a gas engine!

You will have noticed bike lanes popping up all over the place over the past few years. In my municipality, there are bike lanes that bypass the heavy

traffic using quiet neighbourhood roads, back-lanes and footpaths. Once you figure where they are, it's a much more pleasant experience. All that and you can ride the local off-road trails too.

How well does it work? Really well; I can get back up the mountain I live on using level 4, 5 if I'm lazy. By law, the electric assist is limited to 32 km/hr which is fine on the flat, but I routinely exceed 50 downhill. On the flat I use level 2 or 3 to conserve battery (level 1 is ON-no assist). The furthest I've travelled between charges is around 40 km. I am very conscious of the consequences of arriving at the bottom of my hill with no juice left and keep an eye on the battery level indicator. The manufacturer claims an 80 km range and I think that would be reasonable riding at moderate speeds on flat ground.

But it's not a motorbike you scoff – but it is, it's actually a hybrid based on pedal power. And it's the future.

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## BOOK REVIEW

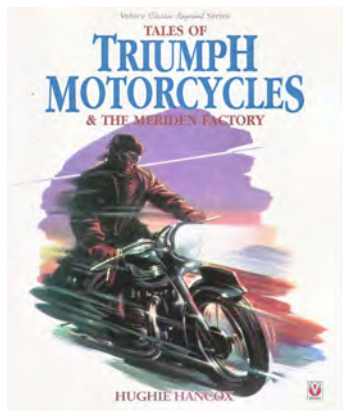
by Jonathan Hill

### “Tales of Triumph Motorcycles & the Meriden factory”

Author: Hughie Hancox

Acknowledgement 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); 144 pages with over 90 photographs and illustrations. ISBN 978-1-787115-49-1/UPC 6-36847-01549-7 £19.99 (UK); \$32.50 (USA)



Reprinted by popular demand, this story is an attempt to convey to the reader the wonderful atmosphere that prevailed at Meriden – where “the greatest motorcycles in the world” were made – in the 1950s, how things slowly changed throughout the 1960s and, finally, in the early 70s, how it all came to a terrible and ignominious end.

The late Hughie Hancox started work with the Triumph Engineering Company (manufacturers of Triumph motorcycles) in 1954. Employed initially as a trainee for seven years, working as a fitter until his call-up for National Service. Initially a dispatch rider, Hancox graduated to the famous Royal Corps of Signals Motorcycle Display Team or “White Helmets” as they were known, becoming a corporal rider/fitter responsible for keeping the side-valve Triumph TRWs in top form.

It is interesting to read that the Display Team's 25 machines (including a Speed Twin outfit), were provided and prepared by Triumph and ridden (at that time) to many showground venues across the country – all on open exhaust pipes!

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, before joining the staff as a technical advisor and customer related trouble-shooter until the factory closed in 1973.

There are marvellous and often amusing anecdotes about Hancox's highly skilled colleagues and respected managers in the early, successful years at Triumph, together with details of problem-solving and design improvements.

This excellent, well-written book is a mirror of social history of long-forgotten working practices and the author's experiences during National Service.

What really sets this book apart from the many, often apocryphal, accounts by so-called experts who were not even involved, is Hancox's succinct and personal account of what really caused Triumph's sad decline. Unfortunately, lack of space prevents me from fully describing what is probably the best and most thought-provoking account that I have read.

Not only an excellent writer, Hughie Hancox was also renowned as one of the world's experts on Triumph motorcycles and his restored machines won many prizes. Excellent – an essential addition to any library.

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Black and Chrome 3690km. Many genuine Triumph extras including Sports Exhaust ( originals are available ), Center stand, luggage rack, tires are upgraded to Avon Road Runners. No scratches or marks of any kind on the bike. Never ridden in the rain and always stored inside. Buying a new T120 so this bike is surplus.. Cheers, David Owen 250 503 1383 [Owen\\_dc@telus.net](mailto:Owen_dc@telus.net)

Wanted used OK.

71/72 Commando Right Fork Shroud/Headlight Bracket, Chrome 060828

Peashooter exhausts 061978 contact [gveditor2019@gmail.com](mailto:gveditor2019@gmail.com)



Rumour has it that there is a club member looking for a very rare manual. You know who you are. If you have one contact [gveditor2019@gmail.com](mailto:gveditor2019@gmail.com)

## Mini Vinnie

by Jim Bush

It was important to visit my Mother in NZ due to developing health issues. Booking flights to NZ involves being approved to travel, plus need to secure a place in a Managed Isolation Quarantine Facility. I secured the required certificate and booked the fare. Interesting to see that airfares have more than doubled in price and frequency of flights has been reduced significantly. New Zealand's fight against Covid has been successful and the current requirement is for ALL visitors on arrival to be sent to a Managed Isolation facility. In my case after landing in Auckland, after clearing immigration and customs, all passengers from our flight staying in NZ were transferred by plane to Christchurch and taken to the Crowne Plaza hotel where under military and police guard are held for 14 days.



Since I knew that I would be having this time alone, I decided I would tackle building a 1 in 9 scale model kit of a HRD Vincent Black Shadow motorcycle. I ordered the model from Japan at around \$500US and started to put together a mobile hobby workshop to bring with me. I purchased a mini rotary tool and a small vice clamp and gathered all my special hobby tools, files, pliers, screw drivers, fine sanding paper, bottles of super glue, paint, brushes. One of the main exercises is drilling an inordinate number of tiny holes. With old age eye sight becoming an issue, I bought a head mounted magnifier with LED light – this has proved to be the best item so far.



Sanding and polishing the fenders to almost chrome took a few days by hand. Assembling the wheels involved drilling 80 x 1.0mm holes in the rim, polishing the outer edge of the rim, masking and painting the centre in black, applying fine red pin striping to the rim, assemble the hub and mount it all into a jig for lacing. There are 80 thin wire stainless spokes that have to be fitted in the usual way in a cross two pattern. I am not able to cut the wire spokes with the tools I have on hand, so that will wait until I leave Isolation.

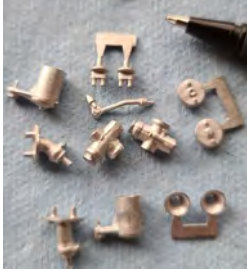
Next I started on the engine unit – a lot of cleaning up and drilling. The cases are super glued and screwed together. Primary cases glued on. Timing cover glued on. I drilled all the cover screw holes for some tiny stainless flathead screws which I found in my collection. The barrels comprise 20 separate fins that are built over a centre pillar. These needed to be painted before assembly along with the crankcases. Then clean, drill and assemble the heads, ready for painting. Final assembly includes screwing and gluing the heads to cases, adding the chrome inspection covers and large nuts. Very fiddly work and time consuming. Check out the photo of the carburettor parts to be assembled. As of writing, this is as far as I have got, it is only day 7, with 7 more to go. The Brampton forks assembly will be next, with the front fender, handlebars and the



big 5" speedo, large 8" headlight and once complete wheel and brake plate.

One task that I have been putting off is assembling the drive chain. Each side plate (stainless photo etched parts) is pressed on to the chain pins, close to 200 plates to be assembled. This chain will actually work as the wheel rotates.

This model has amazing authentic detail, very correct in every way. It is relatively new production by MFH (Model Factory Hiro) in Japan, They also do a Brough Superior.



Letter advising club of the passing of Gary Bronson from Bev Bronson.

Hi Robert, I wanted to let you know my brother, Gary Bronson, (Bob Bronson's son) passed away. The attachment link is his obituary. From 1970 when he got a brand new Triumph, up until 2016, he spent a lot of time on 2 wheels. He drove that Triumph to Montreal, and many other places. Looking through his photos was a visit to his 2 wheel past. He always went to Tsawwassen and then later Cloverdale for the big swap meets. Some of your members will have known him.

<https://legacy.co/2luQMMg>

The bike looks pretty much same now as that 1975 picture. Judy, Gary's widow has rehomed the bike and it will be nicely restored. We look forward to that. Our family thought the club may want to know.



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Mini Vinnie pictures continued from article Pages 16-17 courtesy Jim Bush

