

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Dec. 2021



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REALLY know how to
 run the country spend
 all their time
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BMOC ADMINISTRATION FOR 2020-2021

BMOC EXECUTIVE

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President, Geoff May, geoffmay@telus.net

Vice President, Daryl Brown, dbrown@djblaw.ca

Secretary, Robert Smith, t695sprint@icloud.com

Treasurer, Ian Bardsley, bmoc.treasurer@gmail.com

Review Committee: Mya Davidson, Todd Copan, Eric Hutton, Colin Kelly, Joe Li, and Nigel Whittaker.

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

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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OF MOTORCYCLISTS

Mya Davidson, Ian Bardsley, Todd Copan, Geoff May, Daryl Brown.



President's Message

Hello BMOC members,

Welcome to the new Club Year of 2021 – 2022, Hopefully 2022 will be a lot better than 2021. I'm sure it will be for me, 2021 was probably the lowest point in my life.

Things have been difficult with running the organization and a few members have dropped out, for whatever reasons that only they know. The new executive has put together a full calendar for everyone, for 2022 and hopefully we will be able to get everything accomplished. The Vancouver Motorcycle Show is officially cancelled again; I assume due to the Covid situation.

With the changes in the Covid restrictions we are back having physical meetings, with the executive having a Zoom meeting the week before the normal club meeting.

Our first Kick off was the Christmas party in Burnaby with 46 people attending. I think it was a success and I would like to personally thank everyone that helped out as well as everyone who brought gifts.

Talking of meetings we have three technical discussions, January, February, and March. We are looking for more as we hope to fill the meetings with meaningful information. I am asking club members what they would like to see for the technical side of our gatherings. If you are capable of doing something, then please let us know. If you are just suggesting some topics let us know in advance so that we can make arrangements. Remember this is your club so it's really, really important to tell us what you want.

We need more articles from members for the magazine, this is your club so please get involved, write something down no matter how short, every article is welcome.

Please everyone stay safe.

Happy Christmas, all the best in the New Year, keep the rubber side down.

Cheers, Geoff

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. Make cheques payable to BMOC and mail cheque to BMOC , 3317 Abbey Lane, Coquitlam, BC, V3E 3G5. Foreign cheques add \$5.

2021 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.

Past Reflections by Chris Hibbert

The Day I was waiting for!

It was a chilly, dreary November morning in 1961, the Essex seasonal weather prevailed with a hint of a lingering mist in the early morning air. The time was just 7am, yet this lad who normally would have a hard time being up so early for a regular school day, was pumped and excited and ready to go. Why???

Well, it was November 1st and this 'magical' day meant that I had turned 16 years of age ... finally old enough to hold a motorcycle licence and be able to ride (legally that is, at last!) on the highways and byways of England.

I had already picked up my learner's provisional licence from the Post Office and an insurance cover note, both effective from the birthday date, plus the standard scribbled 'Tax in the Post' message placed in the circular tax disc holder. Yes, in those days, you could have all the necessary documents in hand, several days before the actual birthday - but of course you had to promise that you wouldn't do anything illegal, such as ride on the public roads before that date (As If !!) No mandatory pre-licence test, written or oral required, just read the Highway Code booklet, jump on and 'go figure'.

I had however, over the previous months, had the benefit of practicing riding at the unique Hornchurch Cardrome, a large, local private facility, set up on acreage with a complete road system, signage and operational traffic lights, for learners with or without their instructors. Originally intended for car driver instruction; they had let me take my Enfield there where I booked time by the hour to use the facility unsupervised. I had to push it to the Cardrome and then home via the neighbouring back alleys as I was obviously underage with no learner's licence or insurance yet. Not sure if this would have passed a police officer's inquisitive mind in the event of being stopped whilst pushing and puffing across a couple of public roads.

Fortunately, I also benefitted greatly from the experience and guidance of my dad, a long-time rider, who at that time, rode a BSA C11 250cc for his every-day transportation. In fact, over the years since I was about eight or so years old, I had frequently ridden pillion with my father, starting with his New Hudson Autocycle. It was a favourite Sunday afternoon treat, to be taken to the local common to fly my kite. I would hang on to the kite whilst gripping the bike tightly and all without protective gear or helmets etc. Mind you, dad always wore the obligatory flat, cheese cutter cap and I sometimes, my school cap.

Well, back to Nov 1st, I was set to go for a very short ride before having to return home, park the motorcycle, jump on my bicycle and pedal with adrenaline still racing, off to school. As yet, we were not allowed to ride to school on a motorized device; and yes, I made it just in time for the bell!

That first motorcycle that I owned was an original Royal Enfield, circa early 1950, powered by a 125cc two stroke engine, three speed gearbox with hand shifter on the side of the gas tank and equipped with a water resistant, cylindrical metal toolbox. I seem to remember that it had telescopic front forks (but I cannot be sure, as unfortunately I do not have any photos of my actual bike) the only rear suspension was provided by a sprung saddle! The colour was a drab khaki as this was a post war, WD surplus bike that an uncle had donated to me a couple years earlier. However, to my 16-year-old eyes it was beautiful.



This model was the follow up or derivative of the WD/RE known as the 'Flying Flea' which started with girder forks and originally intended to be dropped with British parachutists.

I rode this bike for almost a year, gained my full motorcycle licence on it and tried all manner of experiments in trying to modify or 'modernize' it, such as changing the hand shift to a foot operated system, grinding down the cylinder head to increase the compression ratio hoping to gain more power, plus making a crude racing style hump seat. Fortunately, most of these modifications ended up being scrapped and the bike returned to stock, except for the high compression modification haha!

That morning was the real start for my continuing and lasting passion for the world of motorcycles.

It wasn't long before I graduated to a DKW 200cc two stroke (RT 200 VS), circa late 1950s made by the Auto Union Group with the unusual link fork front suspension and a rear swing arm. Boy, did this bike feel like something from another planet, so much power and wonderfully comfortable. The poor little Enfield was cast aside, and I can't even remember what happened to it but presumably I must have sold it as it doesn't seem to be lurking amongst all my treasures and bits n' pieces in the current garage.



Anyhow, maybe this saga can be for another time and possibly a follow up story?

I have included photos from the website of a similar RE 125 as mine and myself on the DKW that replaced it.

My parents mounted on the BSA 250, off for a summer afternoon ride!



SBOOK REVIEW**“British 250cc Racing Motorcycles”**

1946 to 1959: an era of ingenious innovation

Author: Chris Pereira *Veloce Classic Reprint Series*

Published by Veloce Publishing Ltd., Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester DT1 3AR Tel.: 01305 260068 E-mail:

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Hardback, 250 tall x 207mm; 80 pages, with 96 mainly period illustrations. ISBN 978-1-787113-29-9

£16.99 (UK); \$22.45 (USA); \$28.96 (Canada); \$31.88 (Australia)



When competing in the lightweight class, pre-war riders had, surprisingly, a much larger choice of machinery than they did post-war. Ranging from purpose-built racers (Rudge T.T. Replica, Excelsior Manxman, New Imperial, O.K. Supreme and Sunbeam’s Little 95), to sporting roadsters with tuning potential.

With the resumption of peace and the lack of new 250cc racing motorcycles from Britain’s “head in the sand” manufacturers, it really was a case of “necessity being the mother of invention.” Depending on skills and resources, this new breed of “specials” ranged from pre-war models with newly-available telescopic forks; some a clever mix and match of parts from various manufacturers and “garden gate” Nortons with Excelsior Manxman engines through to specially made featherbed-type duplex frames with leading-link forks. Australia’s Les Diener converted his roadster 250cc Velocette MOV to gear-driven double overhead camshaft, housed in his own duplex frame, whilst Croydon’s Bob Geeson went the whole hog and built his own machine, complete with a twin-cylinder, double overhead camshaft engine housed in his own lightweight Norton featherbed-style frame.

One can but wonder what might have been achieved had some of these designs receive the benefit of industry backing and development.

The use of reduced capacity o.h.c. Norton and Velocette racing engines was also popular – Doug Beasley and Ray Petty to name just two (but, strangely, not so the AJS 7R). Geoff Monty built and raced his lightweight GMS powered by an ex-works Roland Pike-developed BSA Gold Star engine on which Tommy Robb was also very successful.

Working for racing dealer Arthur Taylor in the early 1950s and later riding in the Classic Manx GP and other classic events, author Chris Pereira is to be congratulated on his well researched choice of subject, one of great historical importance that has, until now, been completely ignored, resulting in a permanent record of the fascinating – and amazingly competitive – machines they built against the odds. Highly recommended.

Book reviewed by Jonathan Hill (Dorset)

Triumph Trident Beauty Kit

by Bevin Jones

Beauty is in the eye of the beholder, or in this case, the buyer

I just read John Martin's article on the restoration of his Triumph T150, in which he mentions Triumph's "Beauty Kit" and was reminded of the kit I saw several years ago.

It is worth noting that the prototype triples were tested using stock 1965 Bonneville frames and tinware and looked like "proper motorcycles", however the BSA Group management wanted the new 750 triples to stand out from Triumph's existing 650 range. They turned to Ogle Design, a British company which had proven transportation design successes in the past to give the triple and exciting, modern, "with it" look. By most accounts, the exercise was received as a failure, especially in the US, (interestingly Ogle also designed the iconic 70's Raleigh "Chopper" bicycle).

The following excerpts from Lindsay Brooke and David Gaylin's book "Triumph Motorcycles in America" (MBI Publishing, 1993) explain the need for the beauty kit.

"*Cycle World* teased that those slab-sided mufflers, each with their trio of little tips would look more at home peeking from beneath the skirts of a motor scooter."

"According to Hele (Doug Hele, Triumph engineer responsible for the original 1962 engine design) everyone liked the triple's acceleration, handling and turbine-like smoothness, but not the bizarre styling..."

Dallas Triumph dealer Big D Cycles complained that they "couldn't give those 1969 Tridents away, they were so ugly". A total of 7,000 T150 Tridents and BSA Rocket-3's were sold in the US in 1969, by comparison Honda sold 30,000 CB750 fours.

In 1970 Triumph succumbed and made the "Beauty Kit" available to US dealers to convert the Ogle Tridents into "proper motorcycles".

The kit consisted of a traditional 3 ½ gallon fuel tank and mud guards painted in Spring Gold (actually a green) with black scallops, black side covers, exhaust pipes and a pair of earlier style round mufflers and chromed air filter.

Dealers either scrapped the Ogle parts they removed, smashed them or gave them to the buyer (remember this was well before eBay). Triumph incorporated the components of the kit into the remaining 1970 Trident production destined to the US.

I took the photos at the Legends of the Motorcycle Concours d'Elegance at the Ritz-Carleton Hotel, Halfmoon Bay, California in May 2008. One exhibitor featured a creative display of the 1970 Beauty Kit alongside his beautifully restored 1970 Ogle Trident.



Building a Mk2 Seeley Commando by John Martin

After building a Rob North Trident T160 a few years ago, I thought to myself, how difficult could it be to build a Seeley Commando? It turned out to be a lot more difficult than I first imagined! I had always wanted to build one after I saw a picture of Steve Maney's Silver Machine in a Classic Racer magazine a long time ago & purchased most of the parts for the project about 10 to 15 years ago.

The full loop Seeley Mk2 frame was purchased from Minnovation Racing in the UK. The frame is sif-bronze welded by Roger Titchmarsh, who is the accepted Seeley replica frame manufacturer. It consists of Reynolds 531 tubing & it is left unpainted to allow the beautiful fish scale bronze colored welds at every joint to show through the clear lacquered finish applied by myself.

There is not much left of the standard Norton Commando engine as most of the castings & major components are from Steve Maney of Middletown Engineering in the UK. The only original parts left are the cylinder head casting / polished rockers & the timing gears / Mk3 timing cover / cam followers, all the rest of the components are of new improved CNC manufacture.



The crankcases are cast to Steve's own design with thicker walls, but still matching the original appearance & mounting points. The barrels are aluminum with spun cast iron liners & save 5kg off the stock cast iron ones. They also dissipate heat a lot better than stock & are fastened to the crankcases with long through fasteners. The crankshaft is manufactured from aircraft quality Cr-Ni-Mo alloy billet & is 6lbs lighter than standard crank for more rapid acceleration & less stress on the cases. The Maney race camshaft is designed for increase performance. The pushrods are made from chrome molybdenum tube & are lighter & 30% stronger than the stock item, reducing bending at higher revs.

The conrods & pistons are from JS Motorsports in the USA. The conrods are made by Carrillo to Jim Comstocks design & are longer & lighter than stock alloy rods. They use special DLC wrist pins & provide less vibration than standard parts. The special 10.5:1 JE pistons are 1/3 less in weight than stock & again reduce vibration levels. Seeley frames with big twin engines in them are liable to crack their rear engine mounting tabs, so hopefully this will help alleviate that.

A good condition late 750cc Commando head had to be sent to Middletown Engineering to be converted into Stage 3 tune, with 5mm re-angled oversized inlet valves & 3mm re-angled oversized exhaust valves. The 36mm inlet & exhaust ports are CNC machined with new valve seats, phosphor bronze valve guides & tufrided valves for better wear resistance. The carburetors are 36mm Amal Concentric Mk2 mounted on rubber intake stubs & Maney billet manifolds. The exhaust is a Maney high level, tuned length, 2 into 1 system & makes a great sound.

The gearbox is manufactured in New Zealand by TT Industries & is a Heavy Duty 5 speed casket type with a drum selector mechanism. The 40mm primary belt drive is of Maney design & uses Commando clutch plates. I had to machine the stock Commando primary chain covers at Tom Mellor's, to make them fit as the Maney cases are quite a bit thicker in this area. The ignition is a Boyer unit that is mounted on the end of the crankshaft where the alternator would normally sit & gives more accurate timing than in the standard position for a claimed extra 2bhp.

The wheels are 18" flanged alloy rims mounted to Triumph disc brake hubs with stainless steel spokes. The tires are sticky Avon AM22 / AM23 in sprint compound. The rear hub should have a shock absorber in it, & Maney makes a cush drive assembly to fit, but with the rear disc brake there just wasn't enough space to fit it all between the Ducati type swinging arm adjusters. Spacers had to be turned up to make sure the gearbox & rear wheel sprockets were in line & also the front & rear wheels were in line together within the frame.



The front forks are Norton Commando, but with a Kenny Dreer (remember him?) cartridge damper conversion for a far superior ride. They are installed into alloy triple trees machined from billet with a Scitsu electronic tachometer mounted central on an alloy plate manufactured by myself. The fork sliders are for double Lockheed brake calipers clamping onto 2 x 13" Norvil floating discs. The rear brake is a stock Triumph disc with a Grimeca caliper & both brakes have Brembo master cylinders. I had to fabricate my own rear brake caliper & rear master cylinder mounting plates. The rear alloy bodied shock absorbers are by Flacon in the UK & the fully adjustable footrests are Italian Tarozzi.

The alloy petrol tank was manufactured by John Wood in the UK & has that classic triangular shape together with a central alloy oil tank. The seat, Ducati half fairing & JPN front fender are fiberglass, painted in a metallic silver color to match the frame & alloy castings. The battery sits in an alloy tray under the seat hump.

The engine is installed in the frame with thick alloy mounting plates, these

had come pre drilled from Minnovation Engineering. The gearbox top mounting hole position had to be decided, as it is fixed because of the length of the belt primary drive, which needs no adjusters. To help quell engine vibration, I was recommended to install a Norvil isolastic head steady. This needed a few mounting plates & spacers manufactured by myself to mount it in the correct position.

The bike was originally built to race in the Pacific North West SOTP series, but considering how beautiful the bike turned out & how much money & time it took to build it, I decided against racing it. This has left me in a bit of a quandary, because at present the bike isn't registered with ICBC & if I want ride it on the street, it will need street legal equipment mounted before I can do that. I should have no trouble registering it as a 1968 Seeley Commando, famous last words! I will need to mount lights, brake light switches, side reflectors, side stand, charging system & make the necessary wiring loom, which shouldn't be that difficult. The ignition mounted on the end of the crankshaft will have to be removed & mounted in the regular position in the timing cover. A Triumph front wheel hub will have to be laced up & used at the rear to make room for the cush drive that couldn't be installed on the wider Triumph rear hub. You can't run a bike with no flexibility in the whole transmission system, it will break something.

The problem when you are building a special is that usually nothing fits together properly, every supplier has it's own tolerances. Luckily both Middletown Engineering & Minnovation Racing manufacture excellent quality products. It's when you are trying to match together a whole bunch of parts from other motorcycle manufacturers that the fun really starts to begins.

Ads Wanted

Wanted Triumph 650 engine 1971-73 Alan 604-209-9043 alan.inglis@telus.net

Triumph 650 engine (and gearbox) wanted. I have a 1971 TR6R rolling chassis, so something that fits into the oil-in-frame is preferable. Tiger or Bonneville unit, although I think I would prefer the single carb. Also, if the 750 fits the frame, that could work, too. Condition does not matter. If it needs rebuilding, I am happy with that, if the price is right. Alternatively, if the engine is in known good condition, I know I will have to pay more! Thanks,

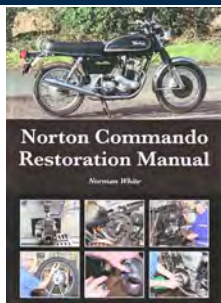
Wanted 1970 BSA Lightning as well as a 1969 or 70 Royal Enfield 750 Interceptor.
Jerry 604 308 3116

BOOK REVIEW**“Norton Commando Restoration Manual”**

Author: Norman White

Dedicated to John McLaren 1935-2017

Publisher: The Crowood Press Ltd, Ramsbury, Marlborough Wiltshire SN82H E-mail: enquiries@crowood.com www.crowood.com Tel.: 016725232 Hardback, 210 x 296mm (portrait); 224 pages, with 700 colour photographs and illustrations. ISBN 978-1-78500-759-0 £40 (UK), \$55 (US), \$70 (Canada), \$70 (Australia)



The 750cc Norton Commando was a hurriedly thought-up, designed and built stop-gap machine produced to spearhead the newly formed Norton Villiers (NV) company. It turned out to be the only machine to be produced by NV in the company's nine years, other than a few P11 hybrids and the rare and underrated 650cc Mercury; with production of these “leftovers” ceasing in 1969. The big twin became arguably the most iconic British motorcycle ever produced. The bike was voted *Motor Cycle News* “Machine of the Year,” a record five times. Nevertheless, it was certainly not perfect and there were many pitfalls along the way. It was produced in around 10 derivatives, all based on the same original concept – all of which are described in this book.

With over 700 colour photographs, this book provides step-by-step guides to restoring every component of this classic motorcycle, including: How to find a worthy restoration project; Setting up a workshop with key tools and equipment; Dismantling the motorcycle to restore the frame, engine cradle and swinging arm; Restoring the Isolastic suspension, forks and steering; Tackling the engine, transmission, carburettors, electrics, ignition and instruments; Overhauling wheels and brakes, and replacing tyres; A chapter on the assembly of a restored five-times “Machine of the Year” winner; Essential maintenance and useful upgrades – it is interesting to read that the eagerly awaited, but mediocre, front disc brake could now be turned into a decent stopper by fitting an improved aftermarket master cylinder. A list of spares and maintenance sources is also included.

Whilst there are many glossy marque “manuals” published, some of which give the impression of being quick “cut-and-paste” compilations by authors who have never even ridden the bike, this excellent and well-written book is in a different league.

As well as the concise technical information and advice given, this book also gives a fascinating insight into Norton Villiers and the history of the Commando's progress by the author who was involved in all aspects of the machine's development.

Norman White joined Norton Villiers Development Department in 1969 and worked on projects such as noise and emissions, component mileage proving, tyre development and performance testing. Later, he prepared the engine components and undertook track testing for the “Yellow Peril” production racers and partnered Rex Butcher to win the prestigious Thruxton 500 mile production race in 1973. He now runs his own business specialising in maintaining, restoring and improving all aspects of Norton Commando motorcycles.

Highly recommended, by a former Fastback owner.

Book reviewed by Jonathan Hill

BOOK REVIEW**“Royal Enfield Bullet - The complete story”**

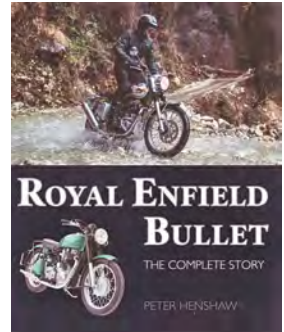
Author: Peter Henshaw

Publisher: The Crowood Press Ltd, Ramsbury, Marlborough Wiltshire SN82H

E-mail: enquiries@crowood.com www.crowood.com Tel.: 016725232

Hardback, 220 x 265mm (portrait); 176 pages with over 200 photographs and illustrations. ISBN 978-1-78500-747-7

£25 (UK), \$34.78 (US), \$44 (Canada), \$44.52 (Australia)



Royal Enfield’s famous motto – “made like a gun” – hints at the factory’s gun-making origins, but few appreciate that it is the oldest motorcycle manufacturer in existence, that can boast of continuous production from 1909. The Bullet - which decades after its launch - became known as a “sensible” machine for classic enthusiasts, was the first RE machine to carry this moniker and started its life in 1932 as a flashy sporting job - is one of the most successful motorcycles of all time. When the total production figure from the various factories are added up, an estimated 4.3 million Bullets of all types have been made between 1949 and 2020.

One of the smaller manufacturers, Royal Enfield were the first, in 1949, to offer swinging arm rear suspension for their road models and also (bucking the trend of the time) for their trials machines, which were enormously successful. By 1953 the Indian Army ordered 800 machines. In 1955 Enfield India Limited was set up to assemble Bullets in Chennai, eventually manufacturing complete machines. The Indian production grew and when, in the 1960s, Royal Enfield in Britain considered the Bullet obsolete and ceases its manufacture, the Indian market was still strong, with demand outstripping supply, the factory carries on with the bike that became a status symbol in India.

However, by the 1990s it was looking seriously outdated. The Royal Enfield company suffered a financial crisis and came close to closure for good. Then the massive Eicher Group threw it a lifeline – with the Bullet being updated and sales recover before the all-new unit-construction (UCE) Bullet was launched in 2008.

Since then, Royal Enfield has seen a dramatic turnaround in fortunes, with new models launched and production reaching in excess of 800,000 motorcycles in 2018.

During his extensive research of this excellent book, author Peter Henshaw interviewed many former employees and the various importers of the machines – who did not pull their punches – whose opinions have been included.

With over 200 photographs and illustrations this book describes in detail the origins of the company and the first pre-war Bullet from 1932. Relaunch of the Bullet in 1949 with its radical suspension. Derivative models: the 350 and 500 roadsters, as well as the competition machines. Specials: Diesels, the Carberry V-twin, Egli and big-bore Bullets. The development story behind the lean-burn, fuel-injected, electric-start and five-speed updates. UCE – the all-new Anglo-Indian designed unit-construction Bullet from 2008. The Classic and its design story. Evolution beyond the Bullet: The Continental GT and Constellation 650 twins and the Himalayan adventure model.

Book reviewed by Jonathan Hill

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	N/U	Main battery feed to ignition and light switch
	N/B	Horn push to horn
	N/G	Side and rear light
	U	Light switch (headlamp) to dip switch
	U/R	Dip switch to dip beam
	U/W	Dip switch to main beam
	U/Y	Ignition switch to headlamp switch
	R	Earth on +ve earth machine (maybe horn push to horn)
	P/B	Horn push to horn or relay (early machines: brown)
	G/R	Left hand flasher
	G/W	Right hand flasher
	G/Y	Alternator high output (6v not 3 phase)*
	G/B	Alternator low output (6v not 3 phase)*
	LG/N	Flasher unit to flasher switch
	W	Ignition switch to ignition and other circuits
	W/R	Oil pressure switch to oil lamp (Triumphs)



	W/U	Engine kill switch to ballast resistor (Nortons, triples)
	W/R	Starter switch to starter solenoid (MkIII Nortons)
	W/P	Ballast resistor to ignition coil
	W/B	Contact breaker (distributor) to ignition coil
	W/G	Alternator common to rectifier (not 3 phase)
	B	Earth on eve earth machines and early machines
	B/W	Contact breaker to ignition coil (twins)
	B/Y	Contact breaker to ignition coil (twins)
	B/R	Contact breaker to ignition coil (triples)
	G	Dynamo field
	Y	Dynamo output

*The alternator wires. Beware there are others, the alternator number will tell all




RM9 (6 or 12v)

	W/G=Common
	G/B=Low output
	G/Y=High output

RM21 (12v only)

	G/Y and
	W/G to rectifier, interchangeable

RM24 3 phase

	W/G
	G/B and
	G/Y to rectifier, interchangeable

KEY:

	N-Brown		B-Black
	U-Blue		O-Orange
	R-Red		K-Pink
	P-Purple		S-Slate
	G-Green		W-White
	LG-Light Green		Y-Yellow