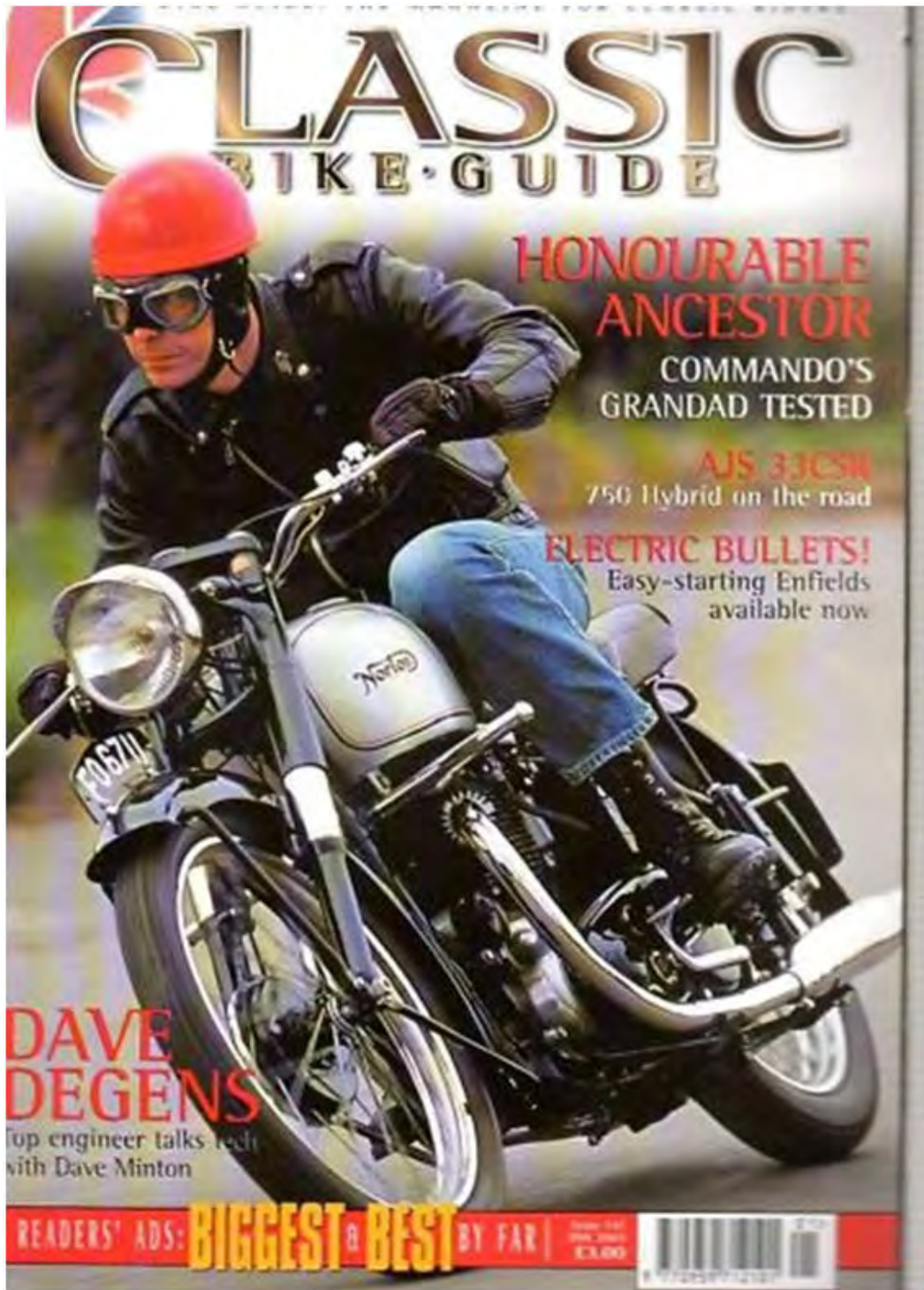


# GOOD VIBRATIONS

FEBRUARY 2013



*This is the 'Old Major', the Model 7 Norton now owned by Jim Bush, as seen on the cover of Classic Bike Guide*



Motorcycle Show Edition



Top, that's original Pacific Blue metal flake paintwork seen on Robert's 74 850 Commando next to the dazzle of Gil Yarrow's fully restored Super Rocket  
Below, Lyle Whitter sent in this shot of the bikes lined up at the old train station at White Rock on New Year's Day. They always draw a crowd and that's good to see.

From sidevalve singles to screaming fours, this was a fine display by any standards

## "FULL CHAT"

### President's Message

Wow, where did it go? 2012 - all that time in one year, and gone in what seems like the blink of an eye. And you know of course what they say: "Time flies when yer having fun". It flew by so fast in the end that we hardly had time to report on three of the last activities on the BMOC calendar.

The "Sunshine Coast" ride was held on a sunny Sunday in the latter part of September, and what a great ride it turned out to be. A couple of photos of the event did appear in the last issue of G.V. but without script. It was very well attended by 30 or so riders and their machines - many of course were on BRITISH. After a pleasant ferry ride to the Sunshine Coast, a superb ride was had up to Earl's Cove, with riders stopping at a variety of locations for lunch, and a great ride back to Gibsons in the afternoon, which was exhilarating and happily uneventful. At an afternoon stop, it was very pleasant and warm, sitting by the ocean munching an ice cream, and soaking up the late afternoon fall sunshine. Much fun was had by all, and as always the camaraderie was terrific.

The "Fall BBQ" was held in the garden of our house in North Burnaby, about 40 attended, the weather helped us out again, and a good time was had by all I believe. We even had a few "crashers" from the "mods and rockers" who added to the festivities (one or two may even be club members!) and they were very welcome additions to the party.

The annual Christmas dinner/party was held at the Burnaby Lake Rugby Clubhouse on December 14th. We take over the bar-room, as it seems to provide a perfect location for the evening. It was again decided by the members to make this a pot luck event, and it must be said that under Penny Freestone's expert guidance it turned out to be a very successful evening. The food was nothing short of spectacular. Aply assisting Penny were Geoff, who cooked the turkeys, complete with his delicious gravy, and Patrick who prepared the ham. Many thanks to all those who attended for bringing such a fine selection of main course additions, salads, and desserts. Thanks also to Lyle, without whom we would have

been eating on paper plates (mit de dreaded plastic), rather than the fine crockery and cutlery he organized. About 55 lucky guests attended. Gil Yarrow was awarded "The Most Valuable Member Award 2012". Gil attends most club functions, rides BRITISH much of the time (even to the other side of the continent to attend a rally!), is very often first to arrive and last to leave shows, and is always willing to lend a hand where necessary. A bit of an inspiration to us all!! Congratulations Gil

This year I think will be a good year for club members. I am very fortunate to be surrounded by a very enthusiastic and knowledgeable executive, review committee, Good Vibrations editor, and rides captains (we have two this year). 3

Thanks guys for all your hard work, which I think will reflect well on this year's numerous events. Club meetings should be entertaining as well, with speakers and demonstrations during the second part of meetings in the winter months, and rides during the summer months. An events calendar has already been published full of events for this year. Additions or changes will be made in the published monthly events calendar. Should any of you have ideas or comments regarding anything club-related, please feel free to email me and I will make sure that it makes it onto the agenda of the next Exec meeting.

I think I can safely say on behalf of your club executive we would like to wish you a very good year. Stay upright. Stay safe. Stay visible. And above all Have a Good Time!

*Dave Woolley*  
*Club President*



*The indomitable and inimitable Gil Yarrow (right) receives his much deserved "Most Valuable Member 2012" award from club president Dave Woolley at this year's highly acclaimed Christmas Party. Congratulations Gil, it is a well deserved tribute from your friends for your tireless contributions to the BMOC. Long may you ride.*

*Photo by Robert Smith.*

## **NEW YEAR'S DAY RIDE 2013**

*Ian Bardsley*

In the tradition of the Club, an intrepid group of riders upheld our annual observation of the arrival of the New Riding Season. As is always the case, weather played a pivotal role in permitting this marquee event to proceed. After snow a week back and frost in the last few days of December, making the commitment to this event cannot have occurred without some serious reflection. Eleven bikes including a number of vintage Brits made the event noteworthy. These included:

Rides Captain Nigel's BSA Gold Star 500  
Jim Bush's superb Model 7 Norton 500  
Alan Comfort's distinguished Velocette 500  
Steve Snoen's well travelled BSA 250  
Steve Gurry's immaculate Commando 850  
Bob Wheeler's reclusive Royal Enfield 350 (breakfast only)  
Peter Dent's incredible custom Imp/Enfield

Plus of a host of less notable metrics ridden by Lyle Whitter, Assistant Rides Captain Bernd Behr, Rick Freestone, Gill Yarrow and myself. (Apologies to anyone my aging neurons dropped).

The gathering assembled at the Big 6 Restaurant in Burnaby and eventually departed (about 10:30) bound for the White Rock Polar Bear Swim. Our route took us south into Surrey and along River Road. However, that Route was blocked due to an accident, so we re-routed along Westminster Highway, through Steveston and circumnavigated the wilds of Ladner. A quick passage through Crescent Beach and down into White Rock led to our somewhat cheeky parking at the back of the railway museum.

Since I live on a mountain, the decision to set out on this event came after some evaluation of the road conditions. With frosted roofs and cars and the air temperature below zero, it was important that the roads were dry. I generally consider riding possible if there's still water unfrozen at the sides of the road, condensation doesn't freeze on my visor and there's no forecast of black ice. Still being as my bike is a dual-sport, it comes with "winter tires".

We left the Big 6 with fog in the air, although visibility was fine and condensation wasn't freezing. As we passed through Ladner, temperatures dropped noticeably. Roadside puddles were iced over and the condensation on my windshield had turned to ice, moreover ice was forming on my arms and legs. As we passed through Crescent Beach, the Sun made a very welcome appearance and temperatures continued to build with us arriving at our destination in near full sunshine.

I have to offer my congratulations to all who supported this event and in particular those on Classic machines, lacking the comfort of heated grips and vests. Good on ya lads!



*After a bit of a peasouper start, by the time we got to White Rock we could get some feeling back into our long suffering fingers and bask in a few well earned rays. Steve Snoen and his remarkable BSA are seen here doing just that very thing.*

## MOTORCYCLE SHOW VANCOUVER 2013

Peter Dent

The theme of this year's annual gathering of the clans out in the foggy climes of Abbotsford for the Vancouver Motorcycle Show was the fiscal integrity that can be demonstrated by riding an old British motorbike. Good point; with a little shrewd judgement, oodles of entertainment can be had for but a nominal sum. Of course, if you have a boatload of cash going spare, well, an old bike can also help to relieve you of its burden; it's all up to you.

Alan Comfort put a special Good Vibrations together for the show to demonstrate the point that a worthy classic is within the reach of most people. He cited his own experience with his '38 Velocette - an all time classic if ever there was one - and how a basement and basic tools (a little internet savvy helps these days too) when combined with patience and method can produce such a glorious bike which, in any case, will probably only go up in value; never mind the satisfaction of the build, the pride of ownership and the fun of the ride; these things make good business sense to boot.

The one caveat to observe however is that to maximize returns on one's original investment you will need to apply a degree of 'sweat equity' - that is, do the work in-house yourself where possible: the rewards, fiscal and otherwise, of the

completed project will be proportionate to this input. The snag is: where do you garner the necessary skills to do this kind of thing?

Well, I suppose you have to start at the beginning because it seems to result as a sequence of experiences; minor, and quite probably inconsequential at the time; some good and some bad, but over time - quite a bit of it unfortunately - they can gather in the mind of chosen tinkerers and become what we might call a 'skill set'.

Do be careful, it can get you into trouble.....

I was squatting on the garage floor suddenly seeing for the first time what was around me. Curious really because it had all been there for days. There were old Becel margarine tubs brimming with little pieces of oddly shaped metal, there were washing up bowls and miscellaneous buckets with larger pieces and oil streaked Rubbermaid bins bowed precariously from the weight of larger items still. Random scraps of paper lay strewn about adorned with haphazard sketches and hastily scrawled notes. The empty casing of my old '61 Ford van's automatic transmission sat forlornly on the work bench. The acrid stink of well used ATF filled the air, gruesome red puddles of the stuff slowly expanded across the floor; off in the distance the radio emitted a tinny voice: an author on the CBC was telling me about his childhood on the prairies.....

I was very much alone; my work buddies, Haynes and Chilton had bolted for the door days ago muttering something about "take it to your authorised Ford dealer....." as they fled. Wimps.

Well, not quite alone as it happened. The folks at Wilkinsons





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Automobilia on Ontario St., Van. had managed to unearth a genuine factory Ford transmission manual; well thumbed, but that's how I like them.

With Dearborn's anonymous writer for assistance I had got the thing apart and the lads at the now sadly defunct DJ's Auto Parts had got in seal kits, clutch packs and any number of solenoids, shims and assorted doodads for the rebuild - if it was to ever get that far that is.

The trouble was that when I was easing off the valve body there was that most dreaded of all mechanical sounds: small metal components being launched at high velocity from goodness only knows where and into the far depths of the unit. Haynes' First Law of Assembly - it's a reversal of disassembly (or so they assure us), could not then be followed. Yikes, there was an awful lot of wayward bits and I could only hope that the Dearborn writer knew where they all lived.

The first job, clearly, was to put the kettle on; this was going to be a long night. Morally fortified with a mug of tea, I squatted there amongst the containers of red dripping carnage and I asked myself how I had got into this position..... Sometime in the '60s it must have been; my 2 stroke twin had gone onto one cylinder. An old timer suggested that I might have whiskered a plug and the answer was to remove it and clean it. I would need a plug spanner. I bought a brand new one. Socket sets were for the privileged few so I bought a box wrench - rare these days but they are pieces of tube with each end formed into an appropriate hexagon, put a bar through the middle to turn. Plug wrenches were a bit special because you can't put a bar through - the insulator is in the way - so



the turning handle is attached to the outside and can fold away to fit in the tool box.

As I pulled the handle to unscrew the plug I failed to notice that this turning handle can push into the inside of the tube and crack the insulator within. And crack it did.

I could blame the tool for this; I did actually at first, often and with venom what's more. It was the first motorbike tool I ever bought - with hard earned apprentice money I might add. But no, on reflection, it was my fault; I needed to make logical cause and effect observations in future and in recognising this, I took my first tentative clawing up the learning curve of mechanical knowledge - at the end of which, at that point, there awaited the complexities of a C4 Ford transmission.

I think we all have such a story - feel free to share it here in the GV with your fellows - and thus did we painfully gain our skill sets; one broken plug at a time.

Whenever I marvel at one of the BMOC bikes I think of the lifetime of accrued knowledge that brought the restoration about. Bikes just like the ones at the Abbotsford show in fact.

What a collection it was too with several prize winning machines on hand and all machines there delightfully turned out. They did us proud. This was the first showing of Bob and Sheila Wheeler's excellently prepared '44 350

Royal Enfield Bullet. Well, I say the 'first showing' which isn't exactly correct but the fog was so thick on the New Year's Day bash that no one got a good look at it then so I was glad to see it again, clearly this time, in all its glory on the club stand. It would have been so easy to over restore this bike but Bob's restoration accurately reflects the austere times that must have been Britain in 1944 and thus



tells a story in its own right. He even came upon some period correct canvas saddle bags at a swap meet a while ago to add yet more authenticity to the build. As for the exhaust note, you could hear this thing magnificently banging away though the fog of the New Year's Day ride well before any headlights could be observed. My hearty congrats to Bob and Sheila for presenting their hard come by skill sets so eloquently.

We got another chance to see Jim Bush's fabulous MV re-creation, still looking sumptuous and still burning retinas with that fire engine red paint job. It has such a factory fit and finish that many show goers didn't realise it was made by one of our members in White Rock and not a team of white coated *ingegneri* huddled around banks of CAD imagers somewhere in the outskirts of *Milano*. It's comforting to know that even in the age of computer simulation, one bloke with a sense of vision and a five pack box of Sharpies can still stick it to the programmers. Jim also lent his Model 7 Norton to the show, a machine that also made the New Year's Day event and contributed generously to the glorious sound track of that memorable ride.

Dick Alan, who has given to the Good Vibrations generously with his gift of artwork and illustrative skills showed his '40 sidevalve Ariel. You will remember this very machine so deservedly won the Best in Show award at last year's ABFM. Next to Bob's '45 Royal Enfield they represented a piece of history as much as being two highly photographed bikes at the show.

It's just a personal opinion of course, but in my view the BSA A10 motor is one of the most significant pieces of industrial design that ever made its way down a production line. Perfect from every angle these units are a treat to just stare at. With that sturdy BSA frame and all round performance, Gil Yarrow's 1960 Super Rocket, restored as only the redoubtable Gil knows how, positively gleamed under the glare of the Tradex lights. This machine was a winner at a fairly recent Jag/MG Heritage Meet and is an excellent example of what one man and a basement workshop can achieve.



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Wayne Dowler brought along his delightful little 1950 James Autocycle for us all to enjoy. Many of us started out with machines like these and we should not forget the wee things and the fun of that first ride - around the back garden as like as not trying not to uproot

the winter sprout crop or give the neighbour's drying washing that unmistakable two stroke smoke aroma. Wayne's bike is magnificently restored right down to the period rubber cable ties and brass hand controls. This is no small achievement on such a rare machine; no aftermarket parts for these things, just tenacity and care. Robert Smith, a discerning student of motorcycles and their history, a moto journalist of not inconsiderable renown and an oft quoted figure in Wikipedia, lent his 850 Norton Commando to the BMOC display. Mighty performers still, the booming 850s, with a few modern tweaks perhaps, are still very much relevant bikes today and Robert's example of this, one of the last of the era, reminds us of just how good they are. Refreshingly, Robert's machine is bone stock and unrestored down to the original Pacific Blue metal flake paint, it has 36,000 miles on the original bottom end, and is still running strong.

We had a smaller stand at this year's Motorcycle Show which rather cramped our style regarding putting on a display like the Ace Cafe or Aidenfield Garage as in previous years. Personally, however, I felt the new location in the main building gave our display an air of tasteful dignity that it had previously lacked when we were rubbing shoulders with the purveyors of leather vests and other 'life style' trappings. Along with the very welcome Italian content, it represented who we were so much better and who we would like to attract as future members. We drew a lingering crowd of like minded fellows who were genuinely interested in the bikes and we got to chat with a few of them. This is a change for the better and Wayne Dowler and the rest of the Show Committee seized the chance and exploited it well. Congratulations to them and many many thanks to the club members who lent out their bikes and gave of their time so freely. Good job guys.

Further to his most interesting and informative discussion on the merits or otherwise of ethanol in today's fuels and their possible ill effects on older machines at the last general meeting, Peter Tilbury has kindly sent us this link with more info:  
<http://pure-gas.org/index.jsp?stateprov=BC>

For anyone considering going up to Riondal for the campout, I'm thinking of cruising up on the Thursday, July 11th, bright and early. It would be great to have some company, and hopefully someone else is thinking the same. Contact me at 604-420-9152 or [jimhager@telus.net](mailto:jimhager@telus.net) if they are interested in joining me.  
 Thanks,  
 Jim Hagerly



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## GETTING ACQUAINTED WITH “OLD MAJOR”

### 1952 Norton Model 7, 500cc Twin

*Jim Bush*

Tooling around on eBay with “Scoop” (Ken Hazzard) on the phone back in June, he wanted me to look at a nice Model 50 Norton. I found the listing and although it was looking to be a great buy, my eye noticed the listing above it for a Norton Dominator Model 7. It was closing in 12 minutes, bidding had been quite active with 19 bids now at \$9,300, but reserve not met. We went off to look at a few more listings, specifically ‘79 Triumph T140 Bonneville Specials, which on eBay are selling for about half of what we each have spent on our own bikes, hoping that there might be a slight glimmer of the prices increasing, but alas, still looks pretty grim.

Back to the Model 7, 3 minutes to closing, no more action, well, it’s a pretty nice bike, not much time to research the listing or the seller, let’s throw out a bid to see where the action goes. I am sure this is a \$12-\$15K bike, and reserve should be around \$10K. I drop in a \$9800 bid – boom “reserve is met, you’re the high bidder at \$9300”, 1 minute to go, PLEASE somebody else bid, yes they did, but only \$100 more, which pushed my WINNING BID to \$9500. Oh dear! I didn’t think I would be buying a Norton today. Gee, thanks Ken!



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There is a sign above my desk that reads “DO NOT BUY ANY MORE MOTORCYCLES”, guess it must be in a font too small to read from my chair. Looking deeper into the details on the listing, I read with much relief that this is a real jewel of a bike.

- Restored in 1981 in the UK, sat in a collection until 2003 (22 years, unridden)
- Classic Bike Guide magazine, January 2003, had this very bike on the front cover with a 4 page photo spread and test ride article by Roland Brown. It was for sale at Clarke’s Classics in Kent where the seller bought it the same week the magazine article came out (he had a copy for me too).
- Current owner purchased it in 2003 whilst stationed with the US Military in the UK, rode it in the UK until 2006, covering less than 2000 miles over that time. He relocated back to Mountain Home AFB in Idaho (south of Boise) and brought this bike and several other bikes with him (incl. a Norton 16H)
- Since 2006 he had only covered several hundred miles trailering it to a number of shows locally and in California, picking up a fair amount of silver ware along the way.



This is about as good a model 7 Norton as you are ever going to see - *anywhere*. Quite spectacular from every angle. Be sure to look for it at a BMOC event near you.

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- Comparing the listing photos to Roy Bacon's Norton Buyer's Guide section on the early twins it became very clear this was a 100% correct and original bike. The correct painted silver tank (earlier & later models were chrome), the specific sizes of the pin-striping, even the pin-striping on the wheels was correct for that year. The 31 years since restoration had been kind, as it still has a nice patina of an original bike.
- The seller had since changed it from a twinseat (large flat seat) to two spring mounted single seats. New tires had been fitted, an electronic voltage regulator installed and the fenders, with some other hard parts, were repainted in urethane black since the lacquer finish used in the original restoration was flaking off in places. The chronometric speedo was rebuilt in 2003 by David Woods in the UK.
- It came with original Log Book from 1952, a full set of license plates (pedestrian slicer and rear plate – FO 6711) and a 2005 tax disc. First sold and kept in Wales until 1972.

As required by the listing I dropped him my \$500 deposit from Paypal and made arrangements with my bank for an international money order to the seller. The emails back and forth with the seller were a delight – from one true Norton enthusiast to another. He was very accommodating and a pleasure to deal with. I planned to make the trip to Mountain Home early in July to pick it up personally.



*The aptly entitled 'Old Major' - watching Fawlty Towers re-runs will never be quite the same again but I'm sure Basil would approve - after a rant or two.*



*Jim beams the smile that only Model 7 owners are capable of*

He provided scanned copies of the Idaho title so I could complete the export documentation with US Border Protection (the 72 hour thingie). Well in keeping with my creed of NO MORE BIKES, I had to decide on what bike was to be expelled from my garage. I had had some interest in my T160 last year from a friend of John Martin's; a few emails later and yes he was still interested and with my new reduced price he was ready to commit sight unseen. I had purchased the T160 in 1995 from BMOC member Graham Averis, it was a fresh restoration then, all correct and sported a stunning Rick Brown yellow and ivory paint job. I had improved it over the years with a new 3-4-2 exhaust system, Hyde rearsets and low handlebars. But it's biggest issue was: it was a heavy smoker, (maybe 3 packs a day). Right up until before the Lumby Norton Rally in 2010 I had never been able to fix it, despite a number of attempts. This time, after installing BSA 250 cast iron rings and new Hyde valve guide seals the smoking was fixed. I found the original bore was glazed after 3000 miles and the rings were not seated properly. This time I did a DRY install, no oil on the piston or rings, or up in the bore. Kick it over 40 times, then started it. Worked like a dream. After doing the initial 100 miles with no smoking issues, it was on the night before the ride to Lumby that I re-torqued the head and reset the clearances. Unbeknownst to me I had crimped one of the rocker cover gaskets and it now had an oil leak – which didn't manifest until a fuel stop at 264<sup>th</sup> St. Oh well, a few strategically placed wads of tissue would keep things in check until Lumby. Wrong! The oil continued to gush all over the bike, working its way forward on the cylinder barrels and would be spread by the wind in a fine mist to all behind. A rainstorm added road grime and dirt and to top it off, one of my plastic saddlebag

covers got caught in the chain and bits had melted on to the exhaust. What a dirty pig of a bike. It was a real disgrace by the time I reached Lumby. At the car wash I was soaping it down trying to clean it up, when the chrome sheeted off one of the Toga mufflers and attached itself to the car wash wall – not good. All this led to my brooding displeasure with this bike – which is why it was easily ousted to make way for the Old Major.

The T160 was just one of those bikes that, despite its stunning good looks, never truly lived up to expectations in my garage, the Laverda JOTA 1000 triple is a better bet for me.

The road trip to pick up the Norton involved bringing the “trouble and strife” and stopping at all the antique stores and malls along the 1300 km down and back. Having an enclosed trailer meant that those larger items she always wanted could be accommodated – milk cans, a hand plough, whisky barrels, cogs and other farm stuff etc. It was turning into a rather expensive road trip, but actually, for the both of us, a great time away. We did this over the July 1<sup>st</sup> long weekend, taking 5 nights in all to do the trip. Highlight was stopping in Chelan and enjoying the US Air Force Jazz Band playing on the river front.

Meeting Al Porter, the owner, was an excellent experience. I got to ride the Norton briefly up the country lane and talk all about its history etc. It started enthusiastically and had a wonderful throaty exhaust note. We loaded it up, along with the original long twinseat and a bunch of paperwork. He showed me his Norton Military 16H in olive drab, which is much more appropriate to his location. He had also completed a BSA Road Rocket café custom with the twin carb head and an Aermacchi 250 single Race Replica for his daughter. It was a smaller version of my own MV Replica, painted in the same GM Super Red - very tasty.

My new Model 7, the “Old Major” (nicknamed after the character on Fawlty Towers – fine upstanding English military gentleman, a bit foggy in the head but still a rigid stalwart) was in exceptional condition. What a buy!

The Norton Dominator Model 7, 500cc twin, first came out in 1948 with the garden gate plunger frame, a 20” front wheel and a chrome gas tank. In 1953 they moved to the swing arm frame, as found on Ian Bardsley’s 1956 ES2 500 single. These early plunger frame twins are quite rare. Along with the Model 7, Norton had the

sporting Model 88 500cc twin with the wideline Featherbed frame available at the same time (from Nov 1951, export only). The Model 7 was more centred on family transportation and was often seen with a sidecar attached. With 29 HP, the Norton was down on performance from the 32 HP of the iconic Triumph 500cc Tiger Hundred of the same period. BSA had their A7 which lagged with only 27 HP. Triumph were seen as the performance and aesthetic preference and went on to out-sell the Nortons and BSAs quite handily. The Model 7 remained in production until 1956 and is considered the Grandfather to the later 750/850 Commandos, with the sons being the Dominator twins of the 60s – like the 650SS and the Atlas. I feel so privileged to own such a unique part of motorcycling history. I have ridden it about 250 miles in the two weeks since bringing it home, completely without incident, a true testament to the care and attention from the previous owner. It is a bike that needs coaxing. There is no hurry about anything. The engine revs freely, but with low compression and a cast iron head is not set up for speedy moves. It cruises on the highway at an easy 55-60MPH. The gear shifts are deliberate, the “lay down” Sturmey-Archer box makes sure of that. The tiny front brake is purely decorative, the rear brake does the work. The famous Roadholder forks seem like they are locked at the knees, being not very compliant over rough road surfaces. The lights are three position: off, flicker and dim, still keeping the original 6V electrics (magneto ignition and Lucas 3LO dynamo generator). The 20” front wheel is magnificent and is covered by a quite unique fender with a crease down the middle. The crease seems to be the motif for this bike as the gas tank has a centre crease that splits to a Y at the rear, a clear indication of the hand built nature and workmanship found on this bike. The spring seat lends a real sense of “one with the road” not found on more modern machinery. It is such a treat to ride.



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## Inside Job

*The Strange Death of the British Motorcycle Industry* by Steve Koerner. Crucible Books, 2012. \$23.95 ISBN 978-1-905472-03-1

It's been 40 years since the British motorcycle industry imploded with the collapse and disintegration of the BSA/Triumph Group. Once a major industrial conglomerate with interests in machine tools, auto manufacturing and armaments, BSA was easily Britain's largest motorcycle manufacturer, and its demise effectively ended large-scale motorcycle manufacturing in Britain--though Norton did struggle on for a few more years.

The question that has exercised industry commentators and motorcycle journalists ever since is—why? Superficially, the rise of competition from Japanese makers, a lack of product innovation, managerial ineptitude and militant unions all played a part. But, argues Steve Koerner in his new book, "The Strange Death of the British Motorcycle Industry," the reasons went much deeper than that. They were fundamentally structural and systemic.

Koerner has devoted his academic career to studying Britain's industrial history in the 20<sup>th</sup> century. A historian and teacher, Koerner researched for his PhD in Social History at the University of Warwick in England, which gave him unprecedented access to the relevant industry files and company records. The *Strange Death*, while leaning heavily on Koerner's thesis, is a fascinating read that also offers insights into the personalities that shaped the industry—and those who oversaw its collapse. Comprehensive, exhaustively researched, objective, authoritative, fully annotated and indexed...The *Strange Death of the British Motorcycle Industry* is the one book on the British motorcycle industry you must have.

By Robert Smith



BMOC member Steve Koerner's 'The Strange Death of the British Motor Cycle Industry' is available through independent book sellers around British Columbia and via on-line retailers such as Amazon.ca or <http://www.thebookdepository.com> in the UK. It's also available through Motorcycle Classics (who are selling it through their website) and Canadian Biker

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## Fine Print

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We welcome all contributions from our members; 'want' ads and 'for sale' ads are free to members and non-members. They must be limited to motorcycles or related items. 'For Sale' ads are printed with the good faith that the seller's description of the goods is fair and accurate. The BMOC assumes no responsibility for the accuracy of the advertisements.

Articles, reports, photographs and ads may be Emailed to: [p.dent@dccnet.com](mailto:p.dent@dccnet.com)

Visit the BMOC website, [BMOC.ca](http://BMOC.ca) for a full colour version of the Good Vibrations and the latest event calender.

**Help us keep in touch.** If you have changed your mailing address, phone number or Email address please email your current info [patrick.jaune@amec.com](mailto:patrick.jaune@amec.com)

Cover photo: Bob and Sheila Wheeler's 1944 Royal Enfield at the bike show



Tsawwassen swap meet April 28th

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