



Above , this is long-time member Bob Bronson, age 94, who was riding up to last year. There are more of Bob's photos on pages 6 and 7.



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Elizabeth Trevisan (Treasurer) and her 1947 Vincent Rapide riding through the vineyards of California.



Erin Reddy (Sec/VP): This is my 1974 Commando MK2A, the day we finished installing the new electric start on it at the 2023 INOA Rally. It was my dad's before mine, and I look forward to having it for at least as many years!

IMPORTANT/MASTHEAD STUFF

Who we are, our Executive, where we meet — all of that important information has been moved to page 17 . Existing members should be familiar with this information. Newer members, please read it over and contact any Executive member with questions.

MEMBERSHIP DUES (April 1st to March 31st) \$25 CDN/year. **Effective April 1, 2024: \$30/year**, USA \$35, Int. \$45 (**US/Int dues did not change**). If your bank/credit union has Interac (and almost all do these days) **and** you do online banking, you may send your payment to bmoc.treasurer@gmail.com. Make cheques payable to BMOC and mail cheque to BMOC , 3722 197 Street, Langley BC V3A 1B3. Foreign cheques add \$5. Membership forms available at bmoc.ca

Norton's forgotten Engineer *by John Martin*

In the late 1940's, Leo Kuzmicki was employed with great secrecy at Norton Motors Ltd as chief engineer responsible for design and development of the Manx engine. This suited both the Norton Managing Director, Gibert Smith and Leo's boss Joe Graig, who was able to take all the praise, whilst Leo could work undisturbed because of fears from his past. It is false information that Leo was discovered in the factory as a sweeper-up, he was a stickler for cleanliness and always cleaned up after himself in the dyno room.

Kuzmicki was responsible for the substantial increase in power output of the Manx Norton DOHC racing engines during the period 1949 until early 1954. He was a brilliant designer of cam profiles, combustion chamber shapes (introducing the squish head), valve timing and porting because of his education qualifications. He left Norton in 1953 to join Vanwall as Chief Engineer to work on the Vanwall Specials that were built to race under the new Formula 1 regulations of 1954. The 2 litre engine was largely designed by Leo and was essentially four Norton 500cc engines grafted into a single assembly. The chassis was designed by a young and up-coming designer called Colin Chapman, who later became the founder of Lotus.



Leo joined Humber Ltd in 1956 as a Senior Development Engineer, working on the Hillman Imp 875cc four cylinder all alloy SOHC engine project. In 1975 he became the Engineering Manager of the Octel Company Ltd, which had an engine laboratory. During 1981 Kuzmicki was brought in as a Senior Consultant at Hesketh Motors Ltd to solve the problems of the V1000 Hesketh Superbike. But he could not resolve them in time as he died in 1982 from complications attributed to the starvation he had suffered during his time in Russia.

Leo Kuzmicki's life reads like a James Bond novel, he was born in Poland in 1910. From 1933 to 1938 he attended university to study mechanical engineering and afterwards worked as a Research Engineer. In 1939, when Germany invaded Poland, Leo was employed as a Flight Engineer for the Polish Air Force. He quickly realized that resistance within Poland was futile, so attempted to cross the border, but was captured by the Russians in an ambush.

He was transported to Moscow where he was incarcerated, tortured and brain washed by the KGB. Leo eventually ended up in a labour camp in the Arctic Circle, where he realized that he would starve to death if he didn't escape. Kuzmicki walked overland through Russia, the Persian Gulf and ended up in Bombay on the point of exhaustion, where a Russian woman doctor nursed him back to health. When she eventually discovered he wasn't Russian, he was nearly recaptured again, but narrowly escaped. As well as Polish, he was able to speak Russian, Ukrainian and limited German, which must have helped in his escape. From the Gulf of Bombay he travelled aboard a steamship, around the Horn of Africa to Liverpool in 1942.

Leo joined the Royal Air Force in 1942 as a Flight Engineer until demob in 1947, when he was sent to Birmingham where he met his wife. His first civilian appointment was as a Director and Engineer with the AJW motorcycle manufacturing company, based in Bournemouth, Hampshire. Kuzmicki then moved to Norton Motors Ltd, as detailed above.

The reason why Leo worked in secrecy and undisturbed at Norton with little chance of recognition or discovery was because of his serious fear of his experience with the KGB. This is why the Birmingham factory thought Kuzmicki was just a lowly amateur tuner. There is no mention of him in the motorcycle press of the day. The Blue 'Un and The Green 'Un. Fear of the KGB also resulted in a total lack of photographs of him during his time with Norton. His wife was also fearful for her identity and location to be revealed. Leo Kuzmicki really deserved better recognition for his contributions to the British motorcycle and auto industry.

President's Message - *Nigel Spaxman*

I have been a member of this club my entire adult life. My enjoyment of British motorcycles has developed over that time but not really changed much. Many activities are best enjoyed with friends, and this is the reason for the club's existence. With this club it is possible to find many people with the same enthusiasm for British motorcycles as we all have.

Konrad Johansen said something at breakfast about British motorcycles. He said they are great because you can enjoy riding them and enjoy fixing them. Mike Davies said the reason the Moto Melee was so much fun was because besides riding on some of the best motorcycle roads in California, you could also enjoy roadside repairs; even if your bike didn't break down someone else's was sure to! I guess what we enjoy about these machines is strange, but for about three decades we have had little trouble attracting about 150 like minded people to join the club and enjoy all these activities together.

I want the club to keep going. To keep it going continuously we have to run a balanced budget. Therefore after some discussion at the last meeting the club decided to raise our dues (Cdn only) from \$25 per year to \$30 per year (further details will be in Email). This will help a bit to balance the budget. Hopefully with a few other schemes to make a bit of money we can continue at that rate. The price of membership right now barely covers the cost of us putting out this newsletter. One thing that you can do to help the club is opt out of the mailed copy of the newsletter. I opted out myself about 10 years ago. This saves the club a lot of money, and you still get the newsletter but in your Email box instead of your post box. You will get it sooner than the mail copy, also the pictures on the screen look a lot better than the printed version. Shona, our newsletter editor, asked last week if she could add a few pages to the newsletter because she had lots of submitted content. For the Email version there really would be no cost to this, to keep it below a certain weight though we are limited.

We have a lot of events to look forward to this year. Mostly just the usual ones. Look at the calendar. The ones I am looking forward to most right now are the Ace Show and the ABFM. I hope to see you all there.

From the Editor - *Shona LaFortune*

I was worried for a bit, almost ready to look for a broken heart clipart, but you all came through with some photos of your bikes for the February "love my bike" theme. Many thanks! **Contributions always needed/welcome!**

I don't know most of you yet, nor am I an expert on British bikes, so if I've messed anything up, let me know and I'll publish a correction.

2021
1445
12

Bob BRONSON

Bikes I have owned & ridden.

| | | |
|------|---|--------|
| 1947 | 1933 Raleigh 300 ^{cc} single OHV hand shift 3 speed. (for the family) | |
| 1945 | Francis Barnett 250 ^{cc} single 2 stroke Seagull model (1941) | |
| 1947 | B.S.P. single (New) 500 ^{cc} | 1947 |
| 1950 | B.J.S. " 500 ^{cc} | 1947 |
| 1960 | B.J.S. " " | 1949 |
| " | B.S.P. Golden Flash 650 ^{cc} | 1952 |
| " | B.S.P. Starfire single 250 ^{cc} | 1968 |
| 1970 | B.J.S. single 500 ^{cc} | 1949 |
| " | B.S.P. Thunder bolt (New) 650 ^{cc} | 1970 |
| " | KAWASAKI 2 stroke single 175 ^{cc} | 1969 |
| " | B.S.P. Lightning Blaster 650 ^{cc} | 1968 |
| " | BALTIMO (RAMBO) 2 stroke 175 ^{cc} | 1968-9 |
| 1980 | NORTON COMMANDO 750 ^{cc} | 1971 |
| 1982 | Yamaha Euro V twin 920 ^{cc} | 1981 |
| | (enclosed chain final drive) | |
| 1990 | Yamaha Xigo V twin 750 ^{cc} | 1994 |
| " | Suzuki Thunder V twin 800 ^{cc} | 1995 |
| 2003 | Yamaha Star V twin 1100 ^{cc} | 2002 |
| 2004 | Honda Sabar V 1100 cc 2 1100 ^{cc} | 2001 |
| 2006 | Honda CB 175 twin 175 ^{cc} | 1967 |
| 2014 | Triumph 900 Bonneville 965 ^{cc} (New) 2014 | |
| 2019 | " 1200 " T-120 1200 ^{cc} 500 ^{cc} 2017 | |
| 2020 | Kawasaki 800 Ninja (New) Took 1 week 2020 | |
| 2021 | Triumph - 1200 Bolter 200K 2018 | |

To my riding
to date

LEFT: **Bob Bronson** (cont'd from front cover). This is his handwritten list of his bikes through the years.



Ron Farmer, Bob Bronson, Dave Smith, Percy Anderson and Bill Stevens all in Vancouver around 1950.



All photos from Bob Bronson's archives, submitted by his daughter, Bev.

(A bit of a "wild ones" vibe going on at the top—Ed.)

Thanks for sharing. If you want stories, Bob has lots, so feel free to call him.

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EICMA 2023, by Derek Dorresteyn

Greetings riders and gearheads! Let me share my recent experience of the massive motorcycle industry, straight from the legendary EICMA motorcycle show in Milan, Italy. This year, Damon Motors had me attending the event on November 6th and 7th.

Before heading to the show I needed to combat my jet lag with a trio of cappuccinos –. Fueled up and ready to roll, I headed just outside Milan to the famed Fierro fairgrounds, where eight colossal halls housed the heart and soul of the motorcycle industrial complex.

Now, this isn't your average bike show; it's the EICMA extravaganza that's pulled in over 600,000 enthusiasts over its five-day stretch in the past. Dealers, manufacturers, and the ever-passionate public converge to witness the unveiling of the hottest rides and gear for the upcoming year and meet with every manufacturer, supplier, or gear maker that you can imagine.

Brands from all corners of the globe choose EICMA as their stage for unveiling the latest and greatest. Press and bloggers, armed with cameras and phones, are on the prowl to capture every moment.

I strolled through the show, eyes peeled for emerging trends and the freshest brands in the motorcycling realm. But there was work to do as well, I used the opportunity to meet with industry leaders like Brembo, Ohlins, Continental, Bosch, and a host of others.

Picture this: a massive influx of new manufacturers from Asia, showcasing both internal combustion and electric offerings, in a sea of somewhat soulless products, hardly differentiable from offerings in the adjacent booth and sometimes impossible to even discern what was on offer. Hard to say if this is a vision of the future or just a surge related to current economic woes in Asia but it was not inspiring. The major European and Japanese brands were there in full force, this included brands we regularly see in North America as well as a few obscure marques I assumed had folded. KTM stole the spotlight with the grand reveal of its 990 Duke parallel twin.



Ducati, not to be outdone, brought back the spirit of the '90s with the retro-inspired 2024 Panigali V4 – a nod to the iconic 916.



MV Superverloce and Ducati Panigali meets 916

Ultraviolet, an Indian trailblazer, showcased the all-electric F99 "spec racer," designed

for a thrilling new race series in India. And let's talk tech – active aerodynamic panels to ramp up the braking game. Now that's innovation on two wheels!



Ultraviolet F99 and Speedway GP



Triumph rolled out one of the largest displays, featuring the full product lineup. The new Speed 400, a chart-topper in England, demanded attention. Royal Enfield also had its time in the spotlight, unveiling the all-electric "Himalaya."



Triumph Speed 400 and Thruxton



Left and right: Yamaha Moto GP and Ducati Moto E Racers

over the engineering details of these "no budget" single purpose machines, there is an enviable purity that is lacking in the commercial offerings. In the end my two days were not enough to see everything with the detail I wanted but I did see a lot of

For a history buff like me, the pièce de résistance was the race bike displays from Honda and Yamaha – a mesmerizing blend of old and new Moto GP and Grand Prix legends. I love poring





KTM Moto GP

motorbikes! The EICMA motorcycle show is a microcosm of the wider industry, one that is challenged to attract new riders and to keep the old ones. An industry that has very few new ideas and plods along with incremental improvements. Besides a few modern era race bikes there was not much “legacy” on display to connect

this world to the past or it's whole, I think this is a miss. I left, like years past, feeling a little disappointed that I had not found much inspiration. The food and coffee were great though!

DO YOU HAVE YOURS YET??



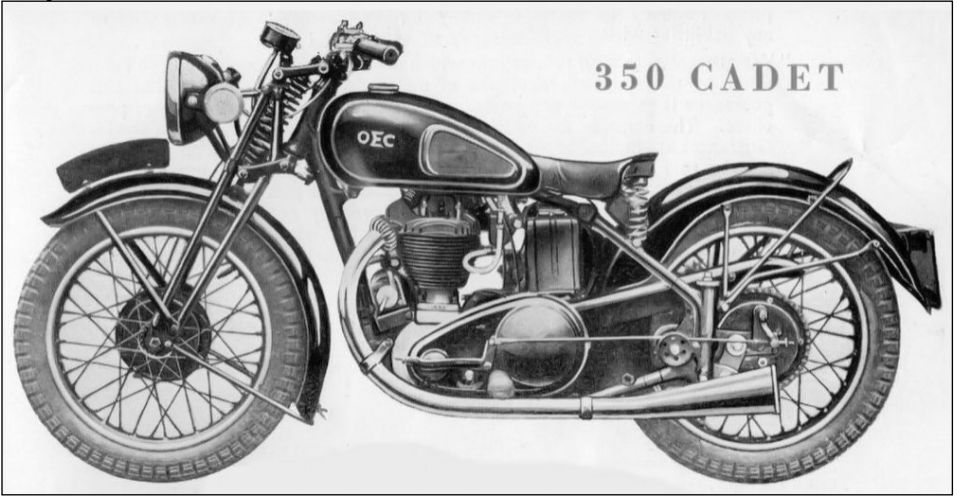
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Proceeds to the club to, you know, pay the rent...

My First Motorbike—1938 OEC 350cc Cadet - Dave Pritchard



Waaa...ay back in the 1960s when I was a 17 year old kid living on a farm in Southern England I bought my first bike at the exorbitant cost of £25.

In those pre-internet days my friends and I used to avidly scan the weekly Exchange and Mart publication looking for old bikes we could afford. One friend had recently acquired a quite nice 1948 Norton International for, I think, less than £100.

So we trooped off one Saturday morning to inspect an OEC 350 - a make that I had never heard of before. "OEC" stands for Osborne Engineering Company which was founded in 1906 and which became quite a large enterprise in the inter-war years - finally ceasing production in 1954. They used engines from other manufacturers such as JAP and Matchless. My bike had a JAP single cylinder 350 engine with dual exhaust ports.

The bike looked in pretty good condition and after a few kicks the owner fired it up but was not keen on us riding it since it was not licensed and probably because he could see that we were all

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pretty wet behind the ears. So after a bit of haggling I bought it for the princely sum of twenty five pounds.

There were no MOT (Ministry of Transport) inspection requirements in those days so it was pretty easy to get it licensed and I was soon proudly riding it around sporting "L" plates- and oblivious to things like maintenance.

There had been a smell of petrol for a while caused by leakage from one of those push/pull gas taps. One day, only a couple of weeks after getting the bike, and with a full tank of gas, I was starting it up in the breezeway behind my parents house when I looked down and saw flames licking up from under the tank! Fortunately the bike was pointed towards the garden, away from the house, so sitting astride the bike I free wheeled onto my mothers lovely lawn where I jumped off and dropped the bike, which, as you can imagine, burst into flames and was a total loss.

My parents were so happy that I did not burn the house down that they did not say much - except to insist that I reseed the burned area of the lawn.

All in all a good lesson.



My First British Bike - *Bevin Jones*

L: bike and me 1967; R: bike and me 2010

In 1967 I bought my first British bike, a 1966 Matchless G80CS, 500 cc single from D. Mitchell Sales in Richmond. In addition to the Fred Deeley range of motorcycles, Honda, Triumph and Ducati, Denis also sold Bultaco, Husqvarna and Hodaka. He also brought in new Velocette and Matchless bikes on consignment from British Motorcycles (I don't imagine that Trev was too thrilled with that). The Matchless price tag \$1100, a fairly hefty price for a guy making \$1.25 an hour. Denis took my 1965

Honda CL160 as a trade in, Harry Wong, Denis' business associate, arranged financing through HFC, and the bike was mine.

There's a lot more to the story, but I'll just tell you that in 1968 I sold the bike as I getting married. In 2004 I took a job with Fred Deeley Imports. The job was to care for Trev Deeley's motorcycle collection and display in his Richmond museum. And there, among the nearly 300 bikes was my old bike, and were reunited again!

2024 UPCOMING BMOC ACTIVITIES

| | |
|----------------|--|
| February 24-25 | ACE Moto Show, Old Brass Foundry, 236 Clark Drive (between Powell and Hastings). Vancouver's only annual custom motorcycle and moto art show. acemotoshow.com |
| March 9 | Peachland Swap Meet (word is it's "mostly Harley stuff") |
| March 23 | BMOC-OK Frozen Snot Ride. Meet at Kelowna Chevron on Hwy 97 and Spall Road at 10:45 AM; destination is the pub for lunch in Naramata |
| April 14 | Ride and Tune hosted by Nigel and Allyson |
| May 11 | Shake Down Ride |
| May 18 | All British Field Meet at Van Dusen. Featured marque: Triumph. Classic cars and motorcycles. Entry forms and info: westerndriver.com |
| May 19/21 | Distinguished Gentlemen's Ride BMOC and BMOC-OK (21st) |
| May 19 | BCCOM Swap Meet—23448 105 Avenue, Maple Ridge (Exhibition Building, Albion Fairgrounds)11-4. Vendor space: office@bcom-bc.com |



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Book Review— *Jonathan Hill*

“Triumph 350/500 Unit Construction Twins Bible – 1957-1974”

Authors: Peter Henshaw & Justin Harvey-James

Published by Veloce Publishing Ltd

E-mail: sales@veloce.co.uk

Paperback, 160 pages with 224 photographs and illustrations. Third reprint.

ISBN: 978-1-845849-03-1/UPC 6-36847-0490-4

£30 (UK); \$38 (USD), \$51 (CAD), \$56 (AUD).

Announced in 1957, the Triumph T21 (3TA) was designed from the outset to attract new buyers looking for neat, inexpensive transport. The design brief was for a clean, high-performance 350cc roadster, and the components and specifications used reflected this. Named the Twenty-One in honour of the company's 21st anniversary, it was the first Triumph model to be fitted with rear

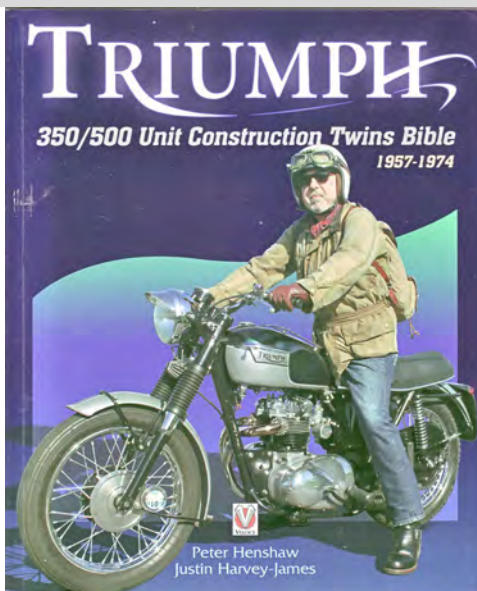
enclosure - a feature that was almost immediately nicknamed “the bathtub,” along with its heavily valance “Roman helmet” front mudguard and headlamp nacelle. It was also the first Triumph twin to employ unit construction. 1959 saw the arrival of the new 5TA Speed Twin – a virtually identical machine using the 350's 65.5mm stroke but bored out to 69mm to give, unusually, an over-square engine of 490cc producing 27 bhp, followed in 1965 by the fast 32 bhp Tiger 100A – also of virtually the same appearance.

The generally disliked bathtub was replaced in 1962 by the bikini fairing to dress the sporting 34bhp Tiger 100SS, along with separate chrome headlamp and larger diameter wheels, along with in 1963, its genuine smaller alternative, now comparatively rare 350cc Tiger 90 – the “baby Bonnie” – a machine that could match its name. Inspired by their race win at Florida in 1966, the big news for 1967 was the aptly named Daytona T100T - with twin carburettors and 39bhp it was the fastest of the unit construction twins.

Introduced in 1973, the semi-sporting TR5T (variously named as the Trophy Trail or Adventurer), used its own oil-bearing frame, derived from that of the BSA Victor scrambler with Ceriani-style forks. Using these machines, the British team were runners-up to the Czechs in the 1973 ISDT.

This excellent and well researched “bible” has the benefit of two long-term unit Triumph owners – Justin Harvey-James has owned his Tiger 90 for over 25 years - and contains a year-by-year guide to the Triumph 350/500cc unit construction twins, complete with all the variations; a full technical description is given, as well as advice on buying and living with a Triumph 350 or 500 (particularly useful to those riders new to the classic bike scene); modifications and improvements. How Meriden worked together with appendices covering specifications, production and sales figures and the Triumph factory records; contacts, clubs and sources.

An essential and informative book that is now in its third reprint - it is also a very good read.



BMOC Executive 2023-2024

President: Nigel Spaxman

Vice-President: Erin Reddy

Secretary: Erin Reddy, secretarybmoc@gmail.com

Treasurer: Elizabeth Trevisan, bmoc.treasurer@gmail.com

Review Committee: Jim Underhill, Todd Copan, Eric Hutton, Lionel King, Derek Dorresteyn, Rick Freestone, Mya Davidson and Shad Lievesley

Okanagan Chapter leads: Nigel Whittaker, nigel.whittaker@hotmail.com and Tony MacNeill, sixofsix@telus.net

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BMOC cannot accept liability for any loss or damage occasioned directly or indirectly as a result of the use of any information contained within the Newsletter (Good Vibrations) including any advertisements therein.

Meetings and Membership Information

General meetings are held monthly on the second Thursday at 7:30 PM at the Burnaby Rugby Club at the east end of Sprott Street one block east of Kensington Avenue.

The West Coast British Motorcycle Club (BMOC) was established in 1985 and is a registered not for profit society dedicated to the preservation, restoration and use of British motorcycles. Our newsletter, **Good Vibrations**, is published five times a year and is intended to inform and entertain our members. Articles appearing in this newsletter do not necessarily reflect the opinions of the BMOC. Technical tips, views and opinions expressed in this newsletter are those of the authors and do not necessarily represent or reflect the position or policy of the editor or any other BMOC officers.

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

Visit the BMOC website, BMOC.ca for a full colour version of *Good Vibrations* and the latest event calendar. Help us keep in touch. If you have changed your mailing address, phone number or email please inform the Club Secretary.

BMOC is a member of and supports AIM and BCCOM.



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From Andy Davidson:

Here is a pic of Mya on her first ride on a British bike. It's one of my older rebuilt Commandos that has been fitted with an Alton starter.

Despite my worries about the reversal of the foot controls all was just fine. Must be something to do with having a young brain !

Look forward to seeing her on runs this year.



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Greetings from the BMOC chapter Central Canada (what you didn't know there was such a chapter) The Rickman features a warmed up T140 motor into a 68 Chassis. It serves as a Café Racer and always draws a

crowd. The bike is very lightweight so the vibes are very pronounced. On the street it tires you out quickly, it really come its own on the race track. Note the 8 shoe front brake that really looks the part, if only it worked. Still, it's a wonderful machine to ride.

Alistair Wilson
First President BMOC



"Perhaps you need more room for your collection of Vintage British Motorcycles, or maybe you need to downsize, since now you are down to one Brit. Bike. It can be a complicated affair, tinkering with Motorcycles.

Real Estate too, can be a very complicated process – there is help, if you wish to have a private, confidential conversation... reach out anytime!" – Peter



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CONNECTIONS >>>

It all starts with a conversation, connecting people with people, people with places, and places with people.

New Year's Day Ride *Report by Bevin Jones*



Steve S. BSA C12

There were a total of 9 bikes (10 riders) - 8 were British and 6 had left foot shifters!

The bikes and riders were Nigel and Allison on Moto Guzzi 850 Le Mans, Jim Bush Vincent, Joe Li Ariel, Steve Snoen BSA, Tom Mellor T160 Trident, Kon Johansen 750 Commando, Andy Davidson 850 Commando, Peter Dent T140 Triumph, Bevin Jones BSA Victor. Most of the pictures were taken at a tech/pit stop at Wellington Point Park on River Road in Ladner. I left the ride before they went to Centennial Beach and Nigel's.

2024

Right: Jim Bush's Vincent



Left: Rest Stop

JANUARY

New Year's Day Ride



IHOP



Tech Stop