

# GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

January 2025



**Congratulations** to Erin Reddy, recipient of the 2024 Member of the Year award. We all appreciated the enthusiasm and extraordinary effort Erin put in as Secretary, V-P and general helper with everything.

In addition to the award she is holding, Erin is wearing gorgeous “Norton muffler” earrings designed and created by Nigel. More details about those, and the Christmas luncheon, elsewhere in this issue.

*Photo © Nigel Spaxman*

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Sincere apologies to our good advertisers, Motoparts Inc. for missing their ad out in not one, but two issues last year.

Somehow in moving pages around, I lost it. Ouch!

Invoicing will be adjusted and I'll make every effort to not let this happen again.

Ed.

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The Christmas luncheon was held at the Burnaby Rugby Clubhouse during the afternoon of December 7, with 36 or so members and guests enjoying the feast. With turkey, ham and pot-luck offerings, it was a definite success. These events wouldn't be possible without the many volunteers, so thank you to you all!! (Photo @ Ian Bardsley).

(Cont'd on page 20)

## **President's Message, Nigel Spaxman**

One of the great things about our old bikes is not only can we enjoy riding them, we can also enjoy repairing them. I am sure if I didn't enjoy the repairing then I would probably ride something different, newer and to me more boring. These days I am sometimes still riding to work on the most modern bike I own, my 2001 Honda VTR 1000. It is a beautiful machine to ride. It is less fun to work on than the Vincent, though. The Honda is old enough that it does sometimes require a few repairs. I just completed the installation of manual cam chain tensioners on this bike and a few plastic repairs.

I have just finished getting the Vincent ready for spring. It just needed some attention to the clutch. At the end of the season one of the screws that holds the clutch springs backed off and started chewing into the inside of the primary cover. I took it all apart to check that there were no other problems. I decided that to prevent the problem from ever occurring again, I would use Loctite on the screws this time. This problem wouldn't happen on most British Clutches because the screws are made so that they won't back off. I must say that there are many nuts and bolts on our old bikes that can be made a lot more secure with a drop of blue Loctite. We should all be using it. I don't think my Triumphs would stay together without this product. I also modified something on the other side of the bike so that now an un sealed gearbox shaft that at times was the only thing that leaked on this bike, now has an O ring seal. Also my primary cover has a new gasket, that so far seems to be containing the ATF that I use to fill the primary cover on this bike and some others. The damage to the inside of the clutch cover was repaired with low temperature aluminum welding rods. Even though I have access to a Tig welding machine and the ability to use it, the low temperature rods did a much better job quicker and easier than Tig.

I have had one new Norton owner contact me because he is excited about being a Norton owner. There are still some younger guys who are interested in these old bikes. I guess they are kind of like some of my friends who like Model T Fords or steam engines even though they are from way before their time. We have to encourage guys like this as much as we can so that our club will have some young blood.

We had a nice Christmas dinner at the Rugby clubhouse as usual. This club has been going now for 40 years so a lot of things just happen the usual way each year. We have had a lot of different version of our Christmas party over four decades. We are quite settled on this format now, but I remember very well decades ago when we would meet at the On On Tea Garden in Chinatown for our Christmas dinner. It couldn't have been any more different than what we do today, but it was the same club and a few of the same people. Things are not going to stay the same forever; we can change it up every once in a while.

To celebrate our 40<sup>th</sup> anniversary, we are going to have some kind of party. I want everyone who has been involved in the club over the decades to be invited, and

hopefully lots of them will come. I would like to have this party at my house, but if anyone else has a better idea or venue then please suggest it, as we will do whatever we think it going to be the most fun. That is what this club is for.

A few weeks ago I acquired a new two wheeled machine, an electric bicycle. I have been enjoying it just about every day. It gives me a lot of what I get from motorcycling. If any of you are looking for something new that will help you stay in shape without being boring, and also something that is unlikely to cause other injuries I recommend it. I am using it now because I have a torn meniscus in my right knee. I have to rehabilitate the knee so I can kick start my motorcycles next year.




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## Words from the Editor *Shona LaFortune*

Happy New Year, BMOC Members! Welcome to the first issue of **2025**. I know it's been a while since the last issue but going down to four issues has made for a little date juggling. My reasoning for choosing January was that it followed closely on our December party, and who wants to read about that in ... February. However, everyone is busy enough in December, so I will be rearranging publication dates in future.

I hope you enjoyed the full colour issue in September. I couldn't decide who should get the colour photos so I chose "all"... but... ummm... don't get used to it. Printing costs are ridiculous, especially in colour. We are still looking for better rates, but the costs also include the stapling and folding. Do remember that if you want a closer/colour look at one (or more) of the photos in an issue, just head to the website. Members are mailed a link for each issue, which is good until the following issue. After that, the issues can be read on the main newsletter page.

I hope all of some are still riding, weather permitting (we know some of you are—see the report on the New Year's Day ride), and/or spending some time doing maintenance or repairs. In the lower mainland, warmer weather comes early in the spring. Up here in the interior, not so much. You can ride, but the loose gravel on the road can be nasty on corners. And heated vests are definitely an asset!

Special thanks to "Team Calendar" (Eric, who arranged for printing and was available for pickup and for mailing), Todd, who also held calendars for pickup, and Ian, who handled payments and coordinated with Eric and Todd.) Well done, all. Thanks also to those of you who submitted photos, and to all of you who purchased calendars, which helps support the club! At time of writing, we have maybe two left of the 100+ printed. (Suggestions for a "theme" for the 2026 calendar are welcome!)

And last but not least, if you want to continue to receive the GV, I NEED MATERIAL. Travel yarns, bar tales, before and afters, favourite rides... remember, **no newsies, no newsletter**.



## We're 40!

A few of you have been with the club from the start, or from its first few years. Tell us about yourself! Tell us about the club as it was back 40 (or 30 or 20 or 10 years ago, tell us about members or bikes no longer with us. [gveditor@shaw.ca](mailto:gveditor@shaw.ca). Lets fill our 2025 issues with some bits of nostalgia!

Looking back to 1985 (thanks to Wikipedia and other sources...) Bill Bennett was the BC Premier, Brian Mulroney was Prime Minister, Jeanne Sauve was Governor General and Ronald Reagan was US President. Rick Hansen launched his Man in Motion tour, the Supreme Court of Canada ruled the *Lord's Day Act* violates Canadians' freedom of religion, Air India Flight 182 exploded en route from Montreal to London, killing all 329 people on board, the very last episode of *Friendly Giant* aired, and the Royal Tyrell Museum of Paleontology opened in Drumheller... just to name a few.



In this issue, we have reproduced the President's Report from our very first newsletter.

I'll just leave it there—let's get some stories coming! - Ed.



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## My Gateway Motorcycle Mentor... *Peter Vanderkooy*

In the later 1960's my brother in law "Henk" was influential in my addiction to British Motorcycles, this was taken in Holland early 1960's not sure what Triumph Model this would have been ...

*(Someone might know—members? - Ed.)*



**GV EDITOR:** Shona LaFortune [gveditor@shaw.ca](mailto:gveditor@shaw.ca) (604-970-3850), PO Box 1364, Lillooet BC V0K 1V0. (Yes, handwritten is fine, and I can scan photos and return). *Good Vibrations* is published a minimum of four times a year and is included with membership. All contents © BMOC or the authors. CGI © Shona LaFortune; all clipart is used under licence.

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## Chief Engineer Doug Hele —*John Martin*

Doug Hele was a British Engineer that worked alongside Bert Hopwood during the most productive years of the British motorcycle industry for BSA, Norton and Triumph, until its demise in the mid 70's.

Hele was born in Birmingham in 1919 and served his apprenticeship at the Austin Motor Company before moving onto Douglas Motorcycles in 1945, where he worked as a draughtsman. Two years later he moved to Norton where he undertook work to update the Dominator twins and Manx racers, impressing Hopwood with his abilities. They both moved to BSA in 1949 to work on their race program.

BSA's first serious race project for many decades was the 250cc MC1, a four valve hemispherical head, horizontal single with twin carburetors, twin exhaust ports and bevel drive OHC valve operation that revved to 10,000rpm. The machine was tested in 1954 by 500cc world champion Geoff Duke who endorsed the bike, but BSA management aborted the project because Duke couldn't guarantee a win on it !

Hopwood returned to Norton as a Director in 1955, with Hele following shortly afterwards, becoming responsible for the development of the Manx Norton, after Joe Craig retired in 1956. Norton had stopped supporting costly racing in 1954, but Hele improved the engine into its ultimate form, the limited edition DOHC. Because of the many hours spent by specialists to produce the Manx, Hele thought that the 500cc Dominator twin would be ideal for US racing at Daytona. Based on the road engine, the motor produced 52bhp with lighter valve gear and special cams in a lowboy Featherbed frame. The bike finished in 3rd place at the 1961 IOM TT, ridden by Australian Tom Phillis, with a best lap of 100.36mph. The project was abandoned by the parent company Associated Motor Cycles (AMC) to cut costs at Norton.

With the fear of the Norton factory at Bracebridge Street closing, Hopwood moved to Triumph in 1961, with Hele joining in 1962. Hele saw the need to bring the T120 Bonneville's handling up to Norton Featherbed standards and during the sixties, transformed the bike. Edward Turner, who was against racing, retired in 1964 and was replaced by Harry Sturgeon, who promoted the idea of racing the 500 at the Daytona 200 and the Bonneville in UK production racing. In 1966 Triumph won the Daytona 200 against HD, with their last remaining bike, as all the others had blown up in practice. They won again in 1967, resulting in the twin carburetor model being renamed the Triumph Daytona.

Hele had discussed with Hopwood the vibration problems of large British twins in 1961 and came up with the idea of a 750cc triple which was drawn up in 1962. A prototype was manufactured from the 500cc twin with an added section sandwiched



between the crankcase halves, with a gear primary drive. The engine was producing 58bhp by 1966 and because of the rumored introduction of the SOHC Honda 750 it was rushed into production, not fully developed.

Sturgeon died in 1967, being replaced by Lionel Jofeh who opened the joint BSA Triumph Umberslade Hall research center, which proved to be a waste of time and money from being staffed with non-motorcyclists. Hele refused to work there, being in charge of the racing department at the factory, producing Bonneville's for UK production racing. In 1970 Hele was assigned to build six BSA and Triumph triples, which produced 80bhp, for the Daytona 200 using Rob North frames. Gene Romero's bike was timed at 165.44mph on the banking, with him coming in second in the race and Don Castro third. In 1971, a triple won the Daytona 200 with Dick Mann, the 24 hour Bol d'Or and the F750 TT. John Cooper won at Ontario in California and beat Agostini's MV at Brands Hatch and Mallory Park.

The BSA Corporation was in deep financial trouble by 1971 and Small Heath laid off 3,000 workers and closed Umberslade Hall, whilst Hele continued to work on the 850cc electric start Thunderbird 3. Norton Villiers bought the failing BSA/Triumph business in 1973, with Dennis Poore suggesting the closing of Meriden, which prompted the plants workforce occupying the factory, forming the CO-OP in later years. Hopwood retired and Hele was given the responsibility for NVT development at Kitts Green with the electric start model becoming the T160 in late 1974.

Hele built in secret the 4 cylinder 1000cc Quadrant with 2 center sections, as a design exercise. Poore wanted it to go into production, but it was deemed too expensive to produce. Another project was the Trisolastic, a triple engine in the Norton Commando frame, but was not developed further because of the triples rocking couple vibration being different to a vertical twins vibration in a single plain.

By 1975, NVT had run out of funds, forcing Hele to leave the motorcycle industry and join the British Seagull marine engine company. But with Norton making a fresh start at Shenstone in 1992, Hele was drawn back into the industry to help develop the Wankel rotary. In 1991 he finally retired and passed away peacefully in 2001, being recognized as one of Britain's best development engineers.

**WANTED****WANTED: NORTON COMMANDO**

I'm looking for a turnkey Commando. It needs to be in great shape as my wrenching skills are somewhat limited.

Please contact me: Eric Hutton - [echutton@gmail.com](mailto:echutton@gmail.com) - text at 604 657 2214



## Happenings

<b>Every Sunday</b>	8:15 AM—BMOC Breakfast gathering at Jim's Café in New Westminster (as far as I know—Ed.)
<b>January 9</b>	Meeting at Bin 4 Burger Lounge, 2350 Boundary Road, <b>7:00</b>
<b>2nd Thursdays OR???</b>	Zoom or in person meetings—we are trying different venues so watch your emails and come out to try them.
January	Registration opens for the <b>Feather River Rally III</b> , Quincy California. See June 16-21 below.
January 17-19	The Motorcycle and Powersports show at Tradex, Abbotsford.
January 29-Feb 1	Mecum Las Vegas 2025 Motorcycle auction
February 15	Canadian Motorcycle Hall of Fame 17th induction banquet at the Aria Conference Centre, Surrey, from 3 PM
March 22	Peach City motorcycle swap meet, 4450 6th Street, Peachland; doors open at 9.
March 23	Motorcycle swap meet—ABATE of Washington, Evergreen State Fairgrounds, 14405 179th Avenue SE, Monroe WA; \$10 admission
<b>April 13</b>	<b>BMOC Ride and Tune— details TBA</b>
April 26	Washington Vintage Motorcyclists motorcycle classic at Lyndon Fairgrounds
May 2-4	The One Motorcycle Show, Portland OR
May 3	All British Field Meet—Sechelt BC, British cars and motorcycles
<b>May 10</b>	<b>BMOC Shake Down Ride— details TBA</b>
May 17	The All British Field Meet Classic Car Show traditionally held the Saturday of the May long weekend. We plan to have a display there. Since it's our 40th anniversary, can we get 40 British bikes out? Spiff up your bikes now!
May 30-31	Coastal car swap meet @ Agriplex—Cloverdale Fairgrounds
June 16-21	The Feather River Rally III in Quincy, CA. Hosted by the Northern California Norton Owners Club. Open to Nortons, British and Classic motorcycles. Join in for an assortment of activities, food, rides and much more. <a href="https://nortonrally.com">https://nortonrally.com</a> or contact Ian Reddy, Rally Chair, 408-218-1087

More Happenings continued from previous page

June 13-15	51st CVMG Paris Rally <a href="http://www.cvmg.ca/ParisRally">www.cvmg.ca/ParisRally</a>
June 28	CVMG annual general meeting, Ottawa
July 11-13	Riondel Camp Out. Details TBA closer to the date.
Sept 11-15	NW Norton Owners' Association Kettle Falls Campout



*"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.*

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## **New Year's Day Ride— *Nigel Spaxman***

This New Year's Day the BMOC went for a ride. This is something we have been doing for decades. We used to meet somewhere in New Westminster for breakfast and then ride down to White Rock to watch the polar bear swimmers. Usually we would park right behind the old train station and have an impromptu bike show. One year we were told not to do that. I guess we could have ignored that instruction the following year, but instead we decided the Tsawwassen Polar bear swim might be a better option, with less traffic, so we moved it there. I think we have done this for many years, but we must have missed some because of snow. I know I led one ride on my BSA where it was way too cold. It must have been -5C, and everything was frozen. We should have cancelled it for safety reasons. For some reason we didn't and everyone was OK. It was a sunny day but it was too cold.

This year the weather was great. I only have one bike licensed right now, my Yellow VTR 1000 Honda. I have owned it for about 15 years. It is a really great motorcycle that I highly recommend. It is possible to buy one of these for less than \$3,000; they ride and feel a lot like a Thruxton R. Next year I can put a collector plate on it if I want. Allyson doesn't like the passenger accommodations on this bike much so she usually doesn't ride on it. Usually I have the seat cowl installed since she is never on there. She didn't want to miss this ride though so I removed the cowl, we bundled up and off we went. I was very pleased that my Lewis leather pants fit again. I must have had those pants for at least 25 years and because of dieting for the last two months and only gaining a little bit at Christmas they fit the same as before. Last year I couldn't zip them up. It is cheaper to lose weight than buy all new leathers.

We rode out to IHOP in New Westminster. Our usual breakfast spot, Jims on 6th, was closed because it's a family run place and they take New Year's Day off. Jim Bush was there on his Triumph Scrambler with some very nice new accessories added to make the bike his own. Matt Bush had his customized Ducati Monster S4R. I think the S4R and the VTR both have 996cc Twin engines and they share the same bore and stroke as well. (Honda copied Ducati) Ian Bardsley was there on his MK III Commando Interstate, and Lionel King on his Thruxton R. After a nice breakfast we met Steve Snoen in the parking lot. He was riding his ES2 Norton, which was looking great. Ian went home so he could watch his grandson play soccer and the rest of us headed for Tsawwassen.

I led a ride along River Road in Delta and then through some farm roads in Ladner, which I am now very familiar with, ending up at the Four Winds Beach House and Brewery in Tsawwassen. We didn't bother this year with the Polar Bear swim. In all the years doing this there has only ever been one BMOC swimmer, that was Erin Reddy last year. Also there is a lot of traffic around the beach for this event. Allyson and I went home after that as we had somewhere else to go, but I think Jim and Matt continued the ride to Fort Langley for coffee. It was a great day for a ride. So far this year I have ridden my bike every day ...(but it is only the third at time of writing.)

## The 1948 Vincent Rapide #509: Part I—*Nigel Spaxman*

In 2003 several things happened that caused me to begin something that had been one of my life's ambitions. My ambition was to restore a Vincent vee twin motorcycle. I have enjoyed rebuilding motorcycles for many years. This habit started in 1979 when I bought a non-running Triumph Bonneville 1972. Since that time I have only bought a few motorcycles that actually run. It is actually better from a strictly financial point to buy a motorcycle that is good running condition, but I enjoy restoring motorcycles because once you have done it you really feel the motorcycle is yours. Robert Watson says "you never really own a motorcycle until you have held the crankpin in your hand."

The Vincent ownership had always been my ambition and I was beginning to think I had better hurry up and pull the trigger on this or I might miss my opportunity. I had some money in the bank that I thought might be enough. Then it turned out that my neighbors, mother's boyfriend, Peter, who lived in Carlsbad New Mexico, owned about six Vincents, none of them running. The amazing thing was that one of his Vincents was a very late Black Lightning, still in the crate. (He had had it out of the crate and ridden it a bit.) I knew I couldn't afford the Black Lightning, but, I thought maybe one of these special machines was finally coming my way. Peter came to Vancouver for some reason, and I met him. Like some other Vincent hoarders he was a bit eccentric. I hoped that maybe I could buy one of his worn out machines. Maybe I could have but really it seemed the money he wanted was about the same money that at the time would buy a running machine. He wanted about \$20,000 US. At that time that was almost \$30,000 CDN and really the price he wanted was pretty close to double the going price. At that time it was possible to buy a nice Rapide for \$20,000 US. This interaction though, did make me realize it was time to start looking seriously. I asked some of my friends who were involved with the Vibrac streamliner project about possible basket case Vincents. Ron Peers told me that he knew that Larry Feece in San Diego had a very rough series B basket case for sale. I talked to Dale Bastion, one of the Vincent owners I knew and asked him about the project. Dale had seen the pile Larry had and I don't think he was too impressed by it, but it was pretty cheap for a pile that was a good start. I think Dale might be pretty impressed by my progress now, even though it has taken 12 years. I got in touch with Larry. I drove down to a swap meet in Carson City Nevada and met Larry, and made the deal to bring this wreck home.

It came with a very nice set of crankcases that had only the usual problems with main bearing housings and timing chest spindles. I got three cylinder barrels, two heads, a rear frame member, a horrible set of Brampton forks, an 8" headlight, and an upper frame member (without the steering head casting). I was missing the gearbox, the primary cover, headlight, and seat. I had a crankshaft assembly completely worn out some rims some wheel parts and brake drums a tank and various other small parts. The parts I got were the proper parts to put together a series B Vincent but not with matching numbers. I also got a magneto and dynamo that had been salvaged

from the basement of Larry's burned down house. These parts had been around. The crankcases had originally been dispatched to Argentina. I they had been imported to the US by Sommer Hooker, a well-known Vincent guy. Some of the parts had belonged to a famous Vincent guy who had modified these bikes by de stroking them to 750 cc to use them for hill climbing in the US. Many of the parts were very poor but could actually be restored to useable condition. The two heads were really bad. I practiced TIG welding and learned how to weld fins. In the end though I found two old stock heads on eBay. I managed to get these parts for a bit less than the cost of new ones that are still available from the Vincent Owners Club and several other sources.

I acquired all the important books about Vincents to help me have the knowledge to fix the bike properly. I joined the Vincent Owners Club and started to make friends with the local members.

For some reason, although I admired the appearance of the Series B Vincent Rapides, the bike I really aspired to own would have been a Series C Shadow. This bike was going to be quite a bit different than any of the other motorcycle projects I had taken on. With a Triumph for example I would typically only pay \$400 to \$600 for the wreck I would begin with. Then I would have to be careful to put the bike together without spending more than about another \$1000, otherwise I might as well have just bought a complete running bike. With the Vincent I could justify spending a lot more money. Also with a great machine like this I felt a responsibility to do a really good job. But I was going to make this bike my own. Luckily Vincent owners, for the most part, approve of these small alterations from the standard specification. I wanted to build this machine to ride anyway, not as a collector type machine to be only shown and hardly ridden.

The first bit I started working on was the engine. I did a bit of welding on the cases to repair some damage to do with the chain. I bored out the bearing housings and fitted aluminum sleeves to bring the housings back below the original sizes. I did not have to be accurate boring the cases for the sleeves because I made the sleeves to fit the holes. I made the sleeves so that after line boring, they would only be about .060" thick. I also re tapped, oversize, the holes for the long studs that hold the cylinders in place, and made 8 new studs from 4140 HT. Later on I realized that it would have probably been better to buy the studs, but there was a certain satisfaction in making them.

***To be continued in the next issue.***

## Our First Newsletter

The very positive President's Report from our first newsletter published for March, 1986. At the time, the newsletters listed all the members and their phone numbers; there were 41. Alistair Wilson was President.

### The Presidents Report

Our first newsletter. I think the first newsletter is a significant milestone in our club's growth. We certainly are growing, look at what we have done in just a few short months; we have organized and successfully showed our club at the Cycle Canada show, secured a good deal on parts with major suppliers, organized a number of good club rides, and most importantly, we have brought together a large number British motorcycle riders together. Not too shabby for a club that just six months ago did not have an executive. This club is going places.

Your executive is working well together and are getting better all the time. It is going to be a very interesting during the next six months as there are a lot of events planned and lot more to come.

I am very positive about our growth, it just goes to show just how much a British motorcycle owners club is needed by the motorcycling community.

What I would like to see happen in the next few months is for us to finalize all legal aspects of the club, i.e. registering the constitution and our club name. I find it very difficult to work at building the club when we have not got the basics down pat. For example, if we put on a Brit Ride this summer and we serve beer at the event then someone gets drunk and throws his bike down the road, as I understand it, he is in a legal position to come after the club for damages. Being a registered society would at least give us, as individuals, some protection against this legal action. So, to me, it is essential that all of our bases are covered before we take on bigger and better things.



## BMOC Executive and officers 2024-2025

**President:** Nigel Spaxman

**Vice-President:** Todd Copan

**Secretary:** Shona LaFortune, [secretarybmoc@gmail.com](mailto:secretarybmoc@gmail.com)

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Pablo Greenham, Secretary, [bmoc.ok.secretary@gmail.com](mailto:bmoc.ok.secretary@gmail.com)

## Meetings and Membership Information

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 four 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](http://BMOC.ca) for a full colour version of *Good Vibrations*, **membership information** and the latest updates. Help us keep in touch. If you have changed your mailing address, phone number or email please inform the Club Secretary.

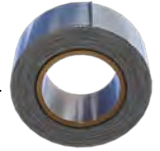
**Meetings** are currently in flux as we search for a more affordable venue. Please bear with us and watch your emails for meeting information. We sincerely apologize for this inconvenience!

BMOC is a member of and supports [AIM](#) and [BCCOM](#).



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# Tips and tricks about the Brits



Well, no tips submitted for this issue, and I know you have thousands of them, but no matter (sob!), I'm going to substitute this interesting information from Nigel about Norton exhausts and their miniature versions, which he crafted for Erin (see front cover).



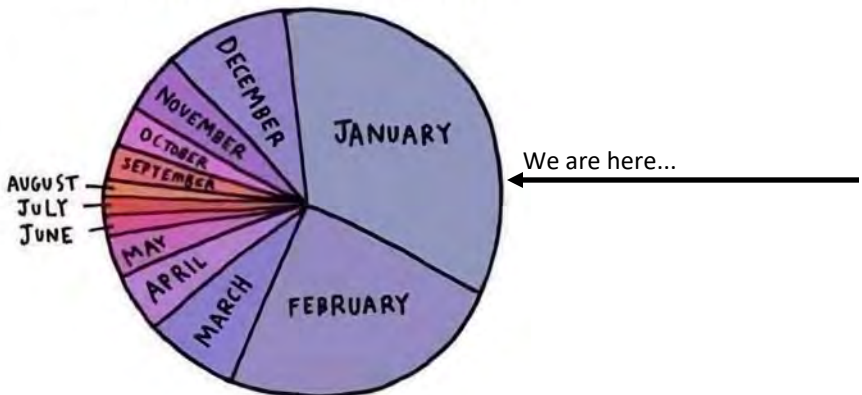
There are a few styles of Peashooter Norton mufflers that were fitted at the factory. There might be three or four kinds. One of the most obvious differences is that some have a welded seam where the end cap is welded on, and some are smooth at that joint. The ones that Erin has are one of each type. One earring is the one where the

muffler has the welded on end cap. The other one is the type where the weld is ground off. **Nigel**

*Lineup starts at the left, ladies.*

*I am seeking to populate this column with useful tips that may be obvious to you but not for others! Our readers await your wisdom!!! - Ed.*

## How Time Passes... For Motorcycle Riders





## Book Review—Jonathan Hill

### “Racing off the page”

A 1970s tale of writing, racing and working in the trade. Author: John Moulton

Foreword by Charlie Williams, nine times TT winner.

Publisher: Wideline. [www.wideline.co.uk](http://www.wideline.co.uk) tel.: 07966 575182

Hardback, 160 x 240mm (portrait); 200 pages with over 50 photographs.

ISBN 978-1-8381336-5-8 - £25 UK; \$31 USD; \$44 CAD; \$49 AUD.

John Moulton was lucky to work in and around the motorcycle scene of the 1970s, during the peak years of motorcycle sales. Initially writing for a local newspaper, he moved on to work in the trade.

As an advertising salesman for the “Cheshire Observer,” John’s suggestion that they should cover more motorcycling activities launched a regular column, which he penned. “Motorcycle Scene” became mandatory reading in the North-West and after the newspaper sponsored a local sidecar racer things really took off. Over the next few years John road tested over 40 bikes and covered many racing events. These included the Isle of Man TT, where local talents such as Charlie Williams, Stan Woods and John Williams excelled. This all appeared in John’s column, as did his work setting up the first rider training schemes in Cheshire, trail riding and, of course, his many road-testing tales. These ranged from leading the Lord Mayor’s parade on a Suzuki GT550, riding a Production TT-winning Dugdale Honda on the road and delivering a Suzuki GS1000 to Barry Sheene on the grid at Oulton Park, Rare and exotic Laverdas, Silks and Moto Guzzis were also tested.

Later in the 1970s John was persuaded to join the motorcycle trade, managing a motorcycle shop on the Wirral for former Lightweight MGP winner Tom Loughbridge. Here he met many characters, on both sides of the counter and experienced the ups and downs of the business as only an insider can.

Dealers such as Hector Dugdale, Tom Loughbridge and Bill Smith all sponsored local racers and John continued his involvement with many of the local sporting personalities. Nine times TT winner Charlie Williams remained a lifelong friend – and wrote the foreword to this book – while John had a long-term association with top sidecar racer Allen Steele. Indeed that story went full circle. Steele had been sponsored by the “Cheshire Observer” in the early 1970s and later Moulton sponsored Steele when he made a racing comeback.

“Racing off the Page” is a personal story of writing about and working in the motorcycle trade in the 1970s, when the North-West had a vibrant road riding scene and provided some of the country’s very best racers. The story is told in John’s own inimitable style and includes over 50 photographs covering the landmark road machines he tested over the period, as well as the North-West’s racing personalities, all of whom were household names at the time.



**Back to the 70s—Mark Smith**

I came across an old Sun newspaper the other day and found the classified very interesting. It was dated January 11th, 1970. I was in grade 11! Besides the motorcycles for sale column was a rather large column of typewriters for sale or rent. I thought some of our members would get a kick out of these ads.

**165 MOTORCYCLES**

**THE '70 MODELS**  
Will Be Here Soon

ALL THE '69  
**BSAs & TRIUMPHS**  
Must Go

FANTASTIC SAVINGS IF YOU  
ACT NOW

Don't be disappointed  
CHECK TODAY

**FRED DEELEY LTD.**  
606 E. BROADWAY  
876-3911 876-7910

Our after-sales service  
Is our Best Advertisement

180cc St. Scramblers  
with elec. start & full warranty

**\$499**

'69 BSA's  
NEW LOW PRICES

Thunderbolts	\$995
Lightning	\$1095
Firebird	\$1195

**Bonanza Mini-Bikes**  
Priced to clear

**Tonka Motorcycles**  
2700 W. Broadway 732-5925  
Open Friday till 9 P.M.

makes.

Rugged Russian Bikes. Authorized to sell samples at cost. M104, 150 cc, \$250; Planeta 2, 350 cc, \$425; Jupiter 2, with sidecar, \$595. On display at 2677 E. Hastings St., 253-8642.

**1970 Models in Stock**  
**KORCAN KAWASAKI**  
1268 E. Hastings 253-1644

Clearance 1969 New Motorcycles  
**NEW 750 cc B.M.W.**  
Pacific Cycle Co. Ltd.  
329 E. Hastings 683-7768

**HONDA MINIS**  
Just Arrived!!  
**BRITISH MOTORCYCLES**  
4250 Fraser St. 876-0520

Reconditioned Ladies & Gents  
blkes, \$10 up.  
Broadway Auctions  
2486 Bayswater (at Bdway) 736-0614

**1970 HONDA 4's**  
Now in stock  
Northwest Motors, 145 Robson St.  
688-1284

Accessories for Hondas  
Tanks, seats, fairings, bore kits,  
etc. Northwest Motor Corp., 145  
Robson St., 688-1284.

**Kingsway M/C Burnaby**  
Sales & Service  
7031 Kingsway, S. Bby. 524-4113

We buy bikes, old parts, etc.

**Richmond Motorcycle**  
347C No. 3 Rd., Rich. 278-0331

'69 BSA Shooting Star, take over  
bank payments, aft. 5 p.m. Call  
434-1468.

'67 Norton 750 c.c. Exc. cond.  
Rblt. motor, trans. Quick sale.  
Offers. AM 1-9185.

'69 Honda, 4 cyl. low mileage,  
\$1300, Cost \$1800 new 946-2780.

**ALL CLOTHING FURS SHOES**

\$25 each 872-2967.

## 165 MOTORCYCLES

Repair all makes, no dn. pymt.  
D. Mitchell Sales, Richmd.  
808 Westminster Hwy. 273-4212

'69 Kawasaki 250. Excel cond.  
low mi. 2772 E. Hastings, 255-8821

1960 — 600 Norton, must sell,  
Ray, 2221 E. 4th.

HASTINGS YAMAHA  
2772 E. Hastings St. 255-8821

'67 B.S.A. Thunderbolt, re-built  
engine, \$795, 263-6756.

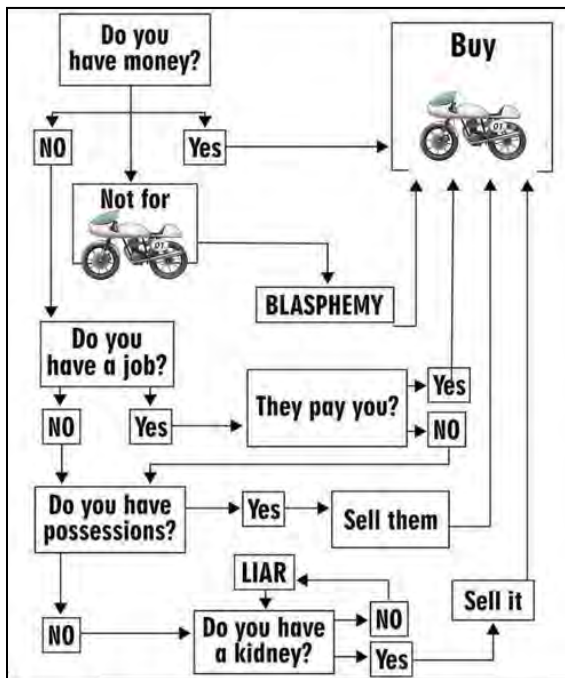
'68 Honda 450 Scrambler, \$900 or  
nrst offer. 278-0155.

Unfinished custom '67 Bonne-  
ville, \$700 firm. 435-2084.

'61 Norton 650, must sell. 879  
No. 3 Road, Richmond.

'69 Kawasaki 250. Call 255-8821  
btwn. 11 a.m. & 7 p.m.

Mini-Bikes Are Our Bag  
Lee's Mini-Bikes 263-6368



Variations of this chart have been floating around the 'net for a while. Member Patrick Jaune suggested this would be a fun "filler" in the newsletter. And who can't relate? And by the way, any of you with only one kidney are exempt from that bottom part.



Cont'd from page 2. Members enjoying the Christmas luncheon. Photo © Ian Bardsley



From left: Allyson and Nigel Spaxman, Matt Bush, Steve Snoen and Lionel King, on the New Year's Day ride, taken at the Four Winds Beach House & Brewery in Tsawwassen. Behind the camera, Jim Bush. photo © Jim Bush. Report on page 11.