



# Good vibrations

the newsletter of the british motorcycle owners club  
british columbia canada

January 2010

**INSIDE**

**BARBER VINTAGE FESTIVAL**

**BONNEVILLE SPEED TRIALS**

**COMMANDO'S RAID NORTONVILLE**

**RECOLLECTIONS OF A NORTON NC15**

**AND MORE**

# BARBER VINTAGE FESTIVAL See story on page 6

*Jim Bush photos*



### 2009 EXECUTIVE

#### PRESIDENT

Nigel Spaxman 604 273-7736  
Nigel@hydracore.com

#### VICE-PRESIDENT

Patrick Jaune 604 874-1332  
patrick.jaune@amec.com

#### SECRETARY

Ron Hill 604 980-1688  
hillog@shaw.ca

#### TREASURER

Ian Bardsley 604 941-8164  
ian\_bardsley@telus.net

#### REVIEW COMMITTEE

Dave Clark 604 228-8773  
bridgetanddavid@shaw.ca

Alan Comfort 604 431-0553  
alan.comfort@gmail.com

Wayne Dowler 604 921-9788  
dccorp@shaw.ca

Peter Farrar 604 803-5343  
pgf47@hotmail.com

Dave Woolley 604 298-6775  
caferacer@shaw.ca

#### RIDES CAPTAIN

Peter Farrar 604 803-5343  
pgf47@hotmail.com

#### BCCOM / AIM REP

Al Greaves 604 886-3600 778 389-6350  
smokeybike@dcnet.com

### GOOD VIBRATIONS

Editor 604 574-9543  
editorgoodvibrations@telus.net

Assistant Editor 604 535-5800

Jim Bush jim@jba.bc.ca

### GOOD VIBRATIONS

The newsletter of the Westcoast British Motorcycle Owners Club, British Columbia, Canada

January 2010

#### FINE PRINT

The Westcoast British Motorcycle Owners Club (a.k.a. BMOC) is a registered not-for-profit society dedicated to the preservation, restoration and use of British motorcycles.

Our newsletter, Good Vibrations, is published sporadically and is intended to inform and entertain our members. Articles appearing in this newsletter do not necessarily reflect the opinions of the BMOC. Technical and other information contained in this newsletter should be treated with a measure of common sense, as we cannot test or vouch for every word written...

#### Article Submission

We welcome all contributions from our members. Want Ads and For Sale Ads are free to members and non-members. Ads 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. BMOC assumes no responsibility for the accuracy of advertisements. We reserve the sole right to accept and reject, edit and revise any advertisement or submission.

#### Commercial Advertising Rates Per Issue

Based on 7.9 x 4.9 inch page size  
Business Card/ ¼ Page \$10.00  
½ Page \$15.00  
Full Page \$20.00

Articles, reports, photographs, and ads may be emailed to editorgoodvibrations@telus.net

### Bevin Jones

John Oland of *MOTOParts*, Edmonton commented on my rant in the September issue. I can't add anything further.

"Face it, vintage bike club members are aging. As we age may of us may have the desire to use our old bikes but it requires far more effort than using the much more user friendly new bike. The older the membership the more likely the club will do more socializing than riding and restoring. That makes the club very relevant because that is what the membership wants. In spite of our age we are still united in our love for vintage motorcycles.

Having said that I am discouraged by the lack of vintage bike riding/riders. Most of my club riding is with CVMG Northern Alberta Section. On one ride this summer about 20 bikes showed up but only 4 were "vintage". Many of the riders do not even own a vintage bike or haven't been on one for years. At least they came out, though.

With "NORTORIOUS" happening in 2010 maybe it will spur members to get out their vintage rides. My company, *MOTOPARTS INC.*, signed on as a sponsor some time ago and we are looking forward to another world class BMOC event. Come on boys, get yourselves and your bikes in shape. 2010 promises to be a great riding year."

Best regards,

John Oland

I apologize for the delay in getting this issue to you, but in the immortal words of my brother in-law's t-shirt. "It is what it is".



Cover - Velocette, Barber Museum. Jim Bush photo

Check out the BMOC website  
[bmoc.ca](http://bmoc.ca)



BRITISH COLUMBIA COALITION  
**BCCOM**  
OF MOTORCYCLISTS

# PRESIDENTS MESSAGE

*Nigel Spaxman*

Thank you for your support for me as the new President of our club. I think any member who said they would do it would have been voted in. It was very unusual, I but I had previous commitment and couldn't attend the annual meeting, but I had told a few people I might stand for office if nominated and if I had been at the meeting, I think I would have said yes.

Unfortunately I am disorganized and I tend to procrastinate, not the best qualities for a President. Luckily the really important jobs in the club are filled by people who are not like this. Hopefully my enthusiasm for British Motorcycles, and my ability to bring people together, will be the important qualities I have that I can contribute. Sorry that I now mainly ride a Moto Guzzi, but I am putting together a Commando and a Vincent Rapide, as well I own four Triumphs!

I have been a member of this club for 25 years now. Some of the best friends I have are from this club. I regularly go to the b Sunday breakfast at the Big 6 because I really enjoy the company of the people in this club. I find that there are a lot of like minded people in this club.

One of the most popular events the club has every year is the fall BBQ. This year the Christmas dinner was more like the fall BBQ. It was a potluck which made it cheaper, and more fun. Thanks all who brought the food. Thanks also to Geoff May for cooking the turkeys, Jim Bush for the ham and for manning the "carvery" and all the others who organized and assisted the event.

For entertainment, a few members got up and told motorcycle and club related stories and jokes.

On our rides, and at other events there are lots of funny things happen every summer. There are some classic stories from the club that almost need to be repeated every year. For some reason the world of old motorcycles does seem to have some funny characters.

Nigel



2010 International Norton Owner's Association Rally



**Lumby, B.C. July 20-24, 2010**

*Wicked Riding  
Famous Hospitality  
Unforgettable Experience*



Photo Credit: Stuart Bell Photography

The Okanagan and Vancouver BMOC are hosting 'Nortorious' the 2010 International Norton Owner's Association Annual Rally.

The rally is being held in Lumby, from July 20-24, 2010. Rally Information, registration forms maps and schedules are posted on BMOC website

[www.bmoc.ca](http://www.bmoc.ca)

## **VOLUNTEERS NEEDED**

This is a major undertaking which will require many volunteers to pull it off. Vancouver members are encouraged to start making plans to attend and help at the event.

# BSA Royal Star Report

---

*Bruce Davidson*

New BMOC member Jason asked for assistance in fixing his Royal Star a while back. Fellow club member Bruce Davidson came to the rescue and provides us with the following update.

Just thought I would up date you on young Jason's request for help with his BSA Royal Star.

As you may recall Jason had been given the bike by his father-in-law but was having some engine problems and had asked the club for some help in sorting it out. I contacted Jason and after talking to him decided that the best thing to do was to pick his bike up at his place in Richmond and bring it out to my shop here in Maple Ridge. Quite trusting on his part as we had never met before!!

He followed me out here and we got right into it that same afternoon and pulled the top end down. It was determined rather quickly that the main problem was a couple of broken rings in one bore with some scoring of piston and bore. I suggested he may need a rebore but perhaps he should contact Jim Bush to see if it could be honed as I lack the facilities for that at this time and to also have the head and valves checked out.

Once Jason took the parts to Jim it was determined that the barrels should have a re bore and whilst there the head was gone over quickly with a couple of new guides. It took awhile for Jason's ordered parts to arrive but eventually we got back to work and installed new pistons and rings .020 over into the barrels now freshly bored by Mongoose as well as installing the head re worked by Jim.

The moment of truth came and the bike fired right up. While I had the bike here I went over the whole thing and made a few adjustments and checked fluid levels etc. and made a list of things that Jason would need to pay heed to for the future. Jason came back the day after we got it running and rode it home.

The long and the short of it is that due to the skills and generosity of a couple of club members, (namely Jim Bush and myself) we now have another British bike back on the road and one happy owner who I am sure is very grateful to the club.

Jason phoned me tonight to let me know that the bike is running better than ever one week since we put it back together.

## **FOR SALE 2002 Triumph Bonneville**

Immaculate Condition, 28,000 km Includes:OEM wind screen, leather saddle bags, centre-stand, solo seat and rack (plus original dual-seat), new Bridgestone BattleAx tires, new battery, new chain and front and rear sprockets

\$5700 OBO Jim (604) 910-5389 email [capcom@telus.net](mailto:capcom@telus.net)



**MOTOPARTS inc.**  
British Motorcycle Parts, New and Used  
284 Windermere Dr. Edmonton, AB, CAN. T6R 2H6

**Norton** **BSA** **TRIUMPH**

**British Motorcycle Parts, New and Used**  
**Telephone & Fax (780) 988-8198**  
**motopartsinc.com**

# THE BOYS GO TO THE BARBER – Part 1

*Jim Bush*

Our 4.00am departure from White Rock, saw us cross the USA Border in a flash and hustle down the I5 to SeaTac Airport for our flight to Birmingham Alabama. Long way for a hair cut one might wonder – but this was the 5<sup>th</sup> Annual Barber Vintage Festival, weekend of the October 9<sup>th</sup> to 11<sup>th</sup>. Ken Hazzard, Steve Gurry, Robert Smith & myself had made plans to go to the deep south, to take in this extravaganza of motorcycling.



As if visiting the Barber Museum wouldn't be enough reason to visit, throw in vintage racing, a swap meet, an auction, special displays, wall of death, best cafe contest, vintage aircraft flyovers and you have one heck of a weekend lined up.

The Barber Motorsports Park is a lavish facility, overall 700 acres, mostly of forest, with 60 acres fully developed in the Motosports Park and Museum. George Barber (who was often seen by us just mingling with the crowd) made his money through the family Dairy business and real estate. The local stores all carry Barber brand milk, juice and ice cream products.. He raced Porsches and soon got interested in Motorcycles and his collection started – his first motorcycles were only acquired in 1989.

Some snippets from their website:

*The collection now has over 1200 vintage and modern motorcycles and as well as a substantial collection of Lotus and other race cars. It is considered the largest collection of its type in North American and possibly the world. There are approximately 600 of the collection's 1200 motorcycles on display at any given time. These bikes range from 1902 to current-year production. Bikes from 20 countries represent 200 different manufacturers. The common street bike is represented, as well as rare, one-off Gran Prix race machinery. Bikes have been purchased from as far away as Australia, New Zealand, and Sweden, but also as close as down the street.*

*The Museum opened at its original location in 1995 and now at its current location in 2003. 99% of all bikes in the museum can be run within one hour. The museum was the largest lender to the original "Art of the Motorcycle" exhibit in New York, Chicago and Bilbao, Spain. Considered the largest motorcycle museum in the World. Largest collection of Lotus race cars known.*

Immediately on arrival, we were astonished at how well laid out and new everything was. There is a ring road around the entire facility – and free shuttles, this meant parking wasn't a problem and getting to see everything means walking was cut down substantially. Due to looming bad weather reports for the next day, we spent the Friday at the Swap meet. Now this is an outdoor Swap meet and the vendors come prepared for at least three full days of selling – which means packing in RV's, trailers, tents and all kinds of accommodation. It felt sort of like a music festival, only with bike bits. My favourite stall was 3 red-neck guys sitting around a converted propane tank smoker, just waiting for the ribs to be done. Being a BBQ-aholic, I introduced myself, bagged the seat in the middle and ordered up a PBL (Pabst Blue Label)– well I would have, except the ribs were about 3 hours from being done and I had treasure hunting to do.





Right Steve, a CT70, is just your size!

is rust. Many of the basket case bikes were complete heaps of rust, yet the sellers were asking top dollar. Maybe it is the floods, the proximity to the ocean or what – but some stuff was just plain NOS “nasty old shite” Half a gas tank anyone?

One big surprise for me was finally meeting Mike Partridge of Walridge Motors fame and his lovely sidekick Kath. I have been dealing with Walridge for almost 15 years, spoken many times with Mike and Kath, yet never had the opportunity to meet up. They pull several cargo trailers of parts to this event and seemed to be doing a brisk business. It was good to put face to name and spend a few moments chatting about stuff. They also had an amble awning to shelter under and ice cold water....

Once through the Swap meet, Ken and I wandered off in the direction of the track, climbed a bank under a covering of trees and came out on a great overlook to the track. A perfect spot to see the bikes in action, lay about under the shade of the trees on the lovely grass and pass out (in Ken’s case). “Listen to that old Manx at full throttle Ken – oh sorry to wake you, that must have been you snoring! “

The best bikes that come to mind in the Swap meet were:

Square Norton – a Norton Featherbed with a Ariel Square Four engine – lovely

Our evening was finished off with some barley therapy (replenishment of all the lost electrolytes from our day in the sun) and a good old barbeque dinner at Johnny Raes. I was so impressed with the Alabama BBQ sauce that I bought a quart jug to bring home. Rather than the artificial hickory smoke doused brown sugar sauce that is common up here, Johnny Raes sauce is more vinegar/ tomato based with fragrant spices and sweet onion, mild on the chillies – very light and clean, yet pulls the smoke flavour from the meat. Quite a treat.

Next issue I will report on the Museum Visit and our trip to the pits.

*Ed Note - is that the BBQ pits Jim?*

Everyone was very friendly and laid back – even the good old Harley boys were super friendly, it seems in the South that anyone on a motorcycle is your friend (maybe they think relative). Being open to all brands and ages of motorcycles, the items on offering were vastly varied and equally diverse in condition or price. There was a proliferation of pit bikes zooming around – some really neat restored early Japanese dirt bikes to crap-rat machines pulled from the swamp festooned with an alligator head.

Trudging the aisles of the Swap meet in the horrid humid heat of Alabama’s late summer proved a major task – but the thought that there must be just one treasure to take home motivated Ken and I to complete to the end. I did pass over a mint Grimeca four leading front wheel complete with Boriani rim for \$400 – these routinely sell up here for \$1200-\$1500. The heat meant it was too much trouble to drag around, plus I would have to ship it home in my luggage....must have been sun stroke for me to pass that one up.

Surveying the Swap meet, it would seem that vintage Japanese along with a smattering of Italian, German and other foreign makes bikes outnumbered British Bikes and that American bikes are still the leader. One problem of the South it seems

## BARBER - continued

---



Square Norton - a Norton Featherbed with a Ariel Square Four engine - lovely



Rickman Triumph Trident - real original (1 of 8???) - tasty



A battery of early Honda's, pristinely restored - eye candy



## IN THE BMOC GARAGE

---

*Jim Bush photo*

Dave Woolley works on his A65 café racer project in progress in the club garage at the BMOC booth at the 2010 Vancouver Motorcycle Show at Abbotsford's Tradex. Was it running when the show closed Dave?

A special thanks goes to Dave for organizing the BMOC booth for the last few years.

Thanks also to all those who helped prepare and build the display (did you see Gerry's replica of a Shell gas pump?). And thanks also to all those who loaned their bikes for the booth.

Peter Gagan's personal collection continues to amaze. His 1895 Pennington attracted a lot of showgoer's attention as did Lyle Whitter's beautiful recently completed Ariel Square Four, and Wayne Dowler's BSA A7 outfit..



## SPEAKING OF WAYNE

---

*Bill Sarjeant photo*

Wayne Dowler displayed his exquisite 1948 BSA A7 complete with a super rare, authentic BSA Model 22 sidecar at the 2009 Steam Work's Concours d'Elegance held in Gastown in Vancouver on Labour Day weekend.

While Wayne did not place in this year's event, he was informed by the judges that his bike received 10 out of 10 for "uniqueness", only one other vehicle received this accolade.

It was a damp day throughout but ended with sunny periods. The Lower Mainland's finest machinery comes out for the prestigious Steamwork's event and it was a great way to spend an afternoon. I would recommend that all BMOC members make the effort to attend this event next year.



# STEVE AND GIL'S COMMANDO RAID ON NORTONVILLE CO

---

*Steve Snoen*

The 2009 International Norton Owners Association rally was held in Mancos, Colorado. Last winter Gilbert Yarrow and I started talking about riding our Commandos to Mancos together. I had reservations: On long trips I prefer riding alone and Gil is, although blessed with amazing vitality, getting up there in age :-). As it turned out, we made a good team and spent a very enjoyable two weeks together.

After a stop in Chilliwack to visit Gil's son (who is recovering after destroying a Moto Guzzi, no less) we headed east on Hwy 3. It was sunny, warm and the bikes running perfectly. That is, until we were climbing up and east of Osoyoos, when Gil's bike started to misfire and running on one cylinder. Oh my, we were not even through our first day yet and already having problems. At that point, Colorado seemed a long, long way away.



Five minutes of fault searching and Gil found the problem: an ignition plug cable had come loose from an ignition coil. Stuff it back in and we were off, bike running as sweetly as ever. As it turned out this was the only bike problem on what became a 4000 mile journey.

Fast forward to a coffee shop in Three Forks, Montana when a big burly guy walked up to our table and started asking about the Norton's. Sure enough, he had had one himself at one time. As a matter of fact, he still had some parts that he would gladly ship to us for no money. His business card read: "Firearms instructor". Gil asked him half jokingly, "So, where is your 45?" The immediate reply, "In my pocket" and clearly he was not joking. Ah, the United States: Land of the Free.

Losing a credit card is always somewhat un-nerving but that is what Gil managed to do in Red Lodge, Montana. The town was full of Harley-Davidson riders having some sort of rally (mini Sturgis?). From there we had a fantastic ride over Bear Tooth Pass at 11000 ft altitude. Zig zag road up one side of the mountain and twisty road down the other side. All inn glorious sunshine with both Norton's handling the road and altitude without a hick-up. We stopped in Cooke City for dinner and to make the necessary phone call to cancel the aforementioned credit card.

Yellowstone National Park was as usual packed with too many tourist (like ourselves :-)) but time restraint dictated we did not spend much time there. A grizzly bear was observed peace fully grazing just a hundred yards from the road. No pause for pictures thou, as we were too busy cussing the stupid tourists stopping in the middle of the road and causing massive traffic jams. As motorcyclists we were fortunately able to squeeze through between the vehicles. Patience and lots of time is required when visiting Yellowstone.

In Farson, Wyoming it was warming up quite nicely, approaching 100 degrees Fahrenheit. Farson is a tiny, tiny place in an isolated, remote and semi arid desert. We had pulled in for an ice-cream to get out of the heat. At that moment who else but three club members from the BMOC pulls up: Douglas Dibbens (2007 BMW GS 1200cc), Bill Sarjeant (2002 Kawasaki ZZR 1200cc) both from Vancouver as well as John McKenzie (Norton Commando 850cc, hurray another Norton!) from the Okanagan. Meeting in such a remote place was a complete surprise to all. Gilbert is in the habit of shaking hands with people so when Bill walked in; of course Gil stuck his hand out. A certain moment in British-African history came to mind:

---

“Mr. Livingston, I presume?”

The rest of the ride to Mancos went really well. Despite the too hot weather, the bikes performed superbly and western Colorado has an abundance of great roads and fantastic scenery.

Over 300 participants showed up at the rally. Four days of sunshine and plenty warm with only four hours of rain at the rally site. The main ride: Durango to Quray (aka. the “Million Dollar Highway”) to Telluride, unfortunately received a fair bit of rain.

Other BMOG members who showed up at the rally: Mark Bird (1973 Norton Roadster), Lester Service (Moto Guzzi) and Rob Martens (Honda ST-4) all from the Okanagan. And sure enough, Ken Jacobson with wife Sandy (Kelowna, BC) on the pillion, showed up riding the same 1972 Commando they rode to Alaska in 2008. Way to go, guys! How do you find space for camping gear for two people on a Commando? It is hard enough finding room for one person's stuff.

Also attending from Canada's West coast was Peter Dent. There were several custom bikes at the rally but Peter's caught my eye. What is this thing? The tank was clearly a Norton Interstate tank but the name on it said Royal Enfield. Say what? Peculiarly, the bike had a water-cooled four cylinder engine, mated to what seemed to be a Norton gearbox. Peter had ridden to the rally and successfully made the journey back home again too. He explained the bike has a Hillman Imp (as in automobile) engine. The frame was from a Royal Enfield, which explained the name on the tank. The workmanship was impressive. The rear turn signals were attached to the fender and taillight housing, all in one continuous piece of sheet metal. A work of art. Someone is really good at TIG welding and forming aluminum.

President Suzi Greenway was her normal, ever cheerful self. She had a difficult time getting to the rally because of a trailer braking down repeatedly but she did make it. Suzi, ride your Norton to Lumby next year? You will be the hero of the rally. We all know Suzi as quite a talkative person but when she was introduced to Gilbert and told his age (78), she was speechless.

The Concourse: This is an event where people display fabulous, beautifully restored Nortons. Human beings are competitive by nature, so of course there is judging and awards involved. Some participants take this very seriously. Way too seriously, in my opinion but that is just me. One guy was even seen brushing dirt out of the tire threads, for heavens sake. The bikes are very nicely restored, some with gorgeous paint jobs and some are very stock and original, down to the most minute detail. Ah, the irony of it all: Spending \$10,000, even 15K for the sake of winning a \$20 trophy. To each his own, I suppose.

Gil, being the perfectionist he is, spent a great deal of time cleaning the bike for the Concourse. It paid off with a first place, Roadster 750. At 78 years of age he was a shoe in for oldest rider award. Just for good measure, Gil also won the longest distance award.

There were at least half a dozen people at the rally who had ridden further than Gil, but on other brands of bike. Notably, former INOA president Art Bone rode a Suzuki V-Strom 2000 miles from his home in Mexico. There was also a lady from Ontario, Canada who had ridden a Honda similar distance to the rally. Possibly the furthest ridden were BMOG members Douglas Dibbens (BMW) and Bill Sarjeant (Kawasaki) who had traveled 2700 miles.

Visiting Colorado Norton Works (a 20 minute ride from rally campground) was a real treat. They restore Nortons to a very high standard. Immaculately organized and clean workshop facilities (which surely had been cleaned in anticipation of all the visitors). Now, where do I find the \$24K to buy a CNW bike? :-)

A big thank you must go to the rally staff, ably lead by Gary Bolduc. They all worked their butts off for the benefit of everyone.

On our way home we rode from Durango to Quray to Montrose. This is a ride that must be experienced to be believed: Huge mountains, twisty road, scenery, oh man, oh man, oh --- --- --- --- ---. A four hour long very heavy downpour west of Yellowstone, gave our rain gear a test. We later fried in the desert, but the Norton's never missed a beat.

Thank you Gil, for being a great riding companion. There is an INOA rally coming up in 2011 in New York State. Are you going?

More photos on Page 20



**Walridge Motors limited**  
Parts and Accessories for British Motorcycles

## FREE!! Mail Order Catalogue

Please send \$3.00 to cover postage (\$5.00 outside Canada/USA)

160 pages crammed full with quality products and information

No hassle return policy, catalogue items can be returned for full refund if you are not fully satisfied

GREAT PRICES AND SERVICE

TOLL FREE NUMBER FOR ALL ORDERS WITH PARTS NUMBERS 1 877 800-7337

33988 Denfield Rd. RR2 LUCAN ON NOM 2J0 Canada

Ph: (519) 227-4923 FAX: (519) 227-4720 E-Mail: [sales@walridge.com](mailto:sales@walridge.com)

# Walridge.com



## SportMax Si decars

5187 Pat Bay Highway

Victoria BC V8Y 1S8

1 800 971 8110

[sales@sportmaxsales.com](mailto:sales@sportmaxsales.com)

*The SportMax Standard, vintage European sidecar styling with all-steel construction*



The Standard is suitable for any motorcycle over 250cc

SportMax Standard features:

- Rugged steel frame and all-steel body
- 16 inch wire spoked wheel
- Smooth riding full suspension
- Easily mounted to most motorcycles

SportMax Standard price includes:

- Stainless steel front bumper, luggage rack and side guard
- Tonneau (dust) cover
- Locking storage compartment
- Passenger assist step
- Factory paint finish

*Other SportMax models*



SportMax Rocket



SportMax Scooter 100



SportMax Scooter Rocket

Visit our website

[cozysidecar.ca](http://cozysidecar.ca)



### HEAD SERVICE

- One stop head repairs
- Bead blast and wash
- Valve guide installation
- Valve seat reclamation
- Valve seat grinding
- Valve grinding and lapping
- Valve component installation
- Thread repairs all types
- Heli-coil insert fitting
- Fin replacement head & cylinder
- Head gasket resurfacing
- Cam follower resurfacing
- Performance camshaft fitting
- Performance porting
- Oversized valve fitting
- Valve spring coil bound check
- Piston fly-cut notching
- Lighten and space rocker arms
- 100% more oil past cam followers
- Oil filter systems in and out
- Squish combustion chambers

### FRAME SERVICE

- One stop frame repairs
- Frame neck straightening
- Frame tubes repair or replace
- Dents and divots metal filled
- Steering stop repair
- Fork tube straightening
- Fork yoke straightening
- Side stand lug repair or replace
- Side and centre stand repair
- Frame gusseting
- All types of brackets
- Swing arm straightened
- Swing arm bush installation
- Swing arm pin hole re-sized
- Isolastic replacement & adjustment
- Fuel and oil tank leak repair
- Fibreglass repair
- Arc and gas welding
- Exhaust system building
- Custom part building
- Custom frame building

ALL WORK DONE ON PREMISES

**604 299-8259**

Please call and leave a message  
No visits without an appointment

## FOR SALE

### FOR SALE OR TRADE

#### Sunnen LBB 1699 Honing Machine

Complete with all tooling to size holes from ¼" to 6", 12 arbors, extra stones, Instruction & Parts Book, plus honing oil. Less than 200 hours on this machine, paid over \$13,000 new - asking \$9,000 or trade for British bikes or parts.

Email [rmcellis@shaw.ca](mailto:rmcellis@shaw.ca)

### WANTED

#### Norton Model 18 (pre 1947)

500cc single, with rigid frame and girder forks. I think it is a sharp looking bike and am searching for one.

Steve (604)584-3788 Email [snoen@shaw.ca](mailto:snoen@shaw.ca)

### FOR SALE

#### 1973 BSA B50MX Project.

Consists of:

1. 1973 B50MX engine in street legal 1971 B50T chassis with B50MX wheels, forks, body panels, seat, gas tank, spark arrestor mufflers, etc.
2. The original matching number 1973 B50MX frame and swing arm

Here's the story: I bought the B50MX/T from Steve Dales of [britgaskets.ca](http://britgaskets.ca) about ten years ago. The bike was originally sold for "off road use only" in California, but sold on to a guy in Washington State who switched the frame so he could use it on the street. He added lights, too. The original frame, meanwhile, found its way to Robin Ford, the BSA singles parts guy. I contacted Robin and bought the frame back with the intention of reuniting the frame and motor. Pretty much all the parts are there to recreate the "matching numbers" 1973 B50MX.

Steve Dales rebuilt the engine with a re-bore and new piston, but the cylinder may need a light hone or bore to increase piston clearance. I only rode the bike once, and the piston showed early signs of starting to "nip up." Motor turns freely with good compression, though. Has Lucas battery-less capacitor discharge ignition.

This is one of the last BSAs produced at Small Heath, a real collector's item once restored. BC Registration on the B50T frame number. \$1,500 firm.

Robert (604) 952-5266 Email [robert@smith.bc.ca](mailto:robert@smith.bc.ca)

Walridge Motors 12th Annual Sale is on now!  
See the Sale Flyer at [www.walridge.com](http://www.walridge.com)

# PERSONAL RECOLLECTIONS OF THE NORTON NC15S

*Larry Emrick*

Larry contacted Jim Bush regarding adding his personal knowledge about the rare Norton 750 N15CS “street scrambler” of the late 1960s to the scant body of knowledge existing about this model. His story goes like this ...



In the spring of 1968 I traded in my clapped out 305 Honda Super Hawk at a dealership in Winnipeg for a brand new, blue, 750 Norton N15CS street “scrambler”. Forty years on I still think it is one of the prettiest bikes I have ever seen.

At the time Winnipeg was a hotbed of British bike ownership, there was also the usual collection of other makes and a growing enthusiasm for Japanese bikes. There was a strong contingent of dirt track racers who ran at the quarter-mile track in Morris, Manitoba as well as some hill climbers, dragsters and even airport racers. All that plus our nightly runs in the surrounding countryside made for a vigorous and varied bike scene.

I still remember the pride I felt the day I picked up my new Norton. I left the dealership as quickly as possible before they discovered just how clapped out the faithful old Honda really was, but that's another story for another day.

I spent the spring and summer doing the usual Winnipeg bike stuff, including a run to Fargo, North Dakota for a famous hill climb.

The Morris quarter-miles were exceedingly competitive and while I do not remember any purpose built dirt-trackers such as JAPs, quite a few of the local boys raced their street bikes and scramblers. Of course being the biggest on the block, since these were the days before the resurgence of Harleys, the 750 Norton's and 650s Triumph Bonneville's were the bikes of choice in the big classes. Hearing and watching them pound

down the front straight on open pipes then slide through turn one is right up there in life's memorable moments with watching, hearing and smelling a Manx Norton on full song at the old Edevale airport circuit in Ontario.

I got married in August and my wife and I used the Norton on camping trips and runs to a friend's cabin, where she rode a nice little 200 Tiger Cub that I had scrambled a bit. I also let a friend ride the 750 (never do that) and he promptly dropped it and dinged up one of my nice street Dunstall knockoff megaphones.

Somewhere along the line my wife and I decided to take a year off work, she as a teacher and I as a journalist, and ship the Norton to England and Europe, which is what we did in early 1969. We crated and shipped the bike from Winnipeg, with the intention that it would travel with us when we took ship from Montreal bound for Liverpool.

Of course it did not arrive when we did; although we were assured it was on its way. Nevertheless, we spent a pleasant month camping in the Lake District, anxiously phoning the shipping office every few days, until we were told the bike was finally in Liverpool. We bussed down to Liverpool and picked up the bike, rolled it out of the customs shed, gassed 'er up and started an adventure that in some ways has marked me for life.

Remember, this was a "street scrambler", with a tiny tank, a skinny seat, and nowhere for luggage. We promptly had to shed about half of our belongings for a year just to get our stuff and ourselves on the bike. We bought an old luggage carrier, bolted it over the rear fender, put more stuff in a tank bag and headed off for a shakedown tour of England, Scotland and Ireland before getting serious and heading for the Continent. I had no idea at the time just how rare the bike was and I have read that the entire production run of about 2500 was exported, so every time we stopped to gas up people "ooed and ahhed" at a bike they had not seen in England. Bikes were still a common mode of family transportation in England at the time so there were a lot of mundane bikes around, although one would occasionally encounter the ton-up boy's ear-rolling on their cafe racers.

It's hard to believe nowadays but most of the time we just camped in farmer's fields or down some green lane. One night on the shore of Loch Lomond I left the gas tap on and I think a goodly portion of the gas seeped into the engine or oil tank - I have no idea which or how - but as a precaution I drained all the oil and had to hike miles to get new oil. Even in those days no one was going to pick up a bearded hitchhiker in jeans, cowboy boots and a Belstaff jacket.

When we got back down south I had the bike serviced for our trip to the Continent. I had few tools and about enough technical knowledge to change spark plugs so it was a giant leap of faith to be taking that beast to parts unknown.

Our trip though France, Belgium, Holland, Germany, Switzerland and Austria was pretty bog-standard tourism of the day, except we were travelling by bike so a snow storm in the Alps added more than a little spice to the trip.

The bike had become hard to start in the mornings so our daily ritual was to take down the tent, pack everything up and load it on the Norton, then try to start it, which it always did but generally after a bad tempered-struggle. I kept a half-dozen plugs in my Belstaff and that kept us mobile.

When we crossed the border into what was then Yugoslavia the trip turned into what would become a real adventure. Yugoslavia was still Communist, a satellite of the Soviet Union, and had a massive military presence. We trundled down the Adriatic coast, getting further away from what I considered "civilization". Once we camped on a beach that had a wire mesh enclave off by itself at one end that was reputed to be the "Russian holiday camp". It was the same place where I met two Englishmen that had suffered a breakdown with their invalid car, a contraption that the modern day biker's mind probably can't comprehend. Their mood was owl-like and they did not want any help, so I left them to their devices.

Probably as retribution, a day or so later the Norton developed an ominous ticking noise that was still there the next morning, which was the day we were to head into the mountains of Montenegro to skirt Albania on our way to Greece. Every time we stopped a horde of people would gather round to gawk at us. That morning, being in a blacker mood than usual, I decided to impress the locals and gunned out of the gas station, whereupon the clicking noise became a clatter down in the bowls of the beast. I quickly killed the engine to investigate and being only 100 yards down the road, the horde pounded down to continue their gawking vigil.

To be continued

# BIKE PAINT PLUS

Standard & Custom Painting  
Collision Damage Repair  
Fibreglass Repair  
Scratch Removal  
Plastic Welding  
(604) 533-4194  
All Work Guaranteed  
Peter Mackay

## Alec's Automotive

MACHINE SHOP LTD.

**DON BORDEN**

- Fast Cylinder Head Rebuilding and Exchange Service
- Crankshaft & Camshaft Grinding
- Cylinder Head Pressure Testing
- Good Stock of Engine Parts
- Complete Engine Rebuilding
- Head Surfacing
- Valve Grinding
- Cylinder Reboring
- Flywheel Grinding



Phone: 876-7111

3891 Fraser Street at 27<sup>th</sup> Avenue  
Vancouver, B.C. Canada V5V 4E3



[www.alecsautomotive.com](http://www.alecsautomotive.com)



British Motorcycle Parts  
Service and Restoration



Telephone: 604-316-4004  
email: [info@unionjackcycle.com](mailto:info@unionjackcycle.com)

[WWW.UNIONJACKCYCLE.COM](http://WWW.UNIONJACKCYCLE.COM)

49643 Chilliwack Central Rd., Chilliwack, BC • V2P6H3

TEL (604) 738-9505

# Shadbolt

## CAMS Limited

1713 WEST 5<sup>TH</sup> AVENUE

VANCOUVER, B.C. V6J 1P1

## Edmonds Batteries Ltd.

MOTORCYCLE BATTERIES - ALL TYPES

See Edmonds For All Your Battery Needs

Automotive • Motorcycle • Cam-Corders • Cell Phones • Alkalines • Emergency Lighting • Computers • Forklift  
Wheelchairs • Alarm Systems • Ni-Cads • RV • Marine • RC Cars • Solar • Accessories

7471 Edmonds St  
Burnaby BC V3N 1B6  
(604) 525-8144

6468 King George Hwy  
Surrey V3W 4Z3  
(604) 596-8774

20131 Industrial Ave  
Langley V3A 4K6  
(604) 534-7995

## UPDATING YOUR CONTACT INFORMATION

We are in the process of updating the club membership records to ensure we maintain regular contact with all of our members. If you have changed your mailing address, phone number or email address, please email your current information to [ian\\_bardsley@telus.net](mailto:ian_bardsley@telus.net)

If you are unsure whether we have the current information, send it and we'll verify your record.

All Canadian, Ethical

# British Isles

Toll Free 888 746 5011

# Motorcycles

Norton  
Triumph  
BSA

A Huge Selection of Parts for British Motorcycles

[www.britmc.com](http://www.britmc.com)



# REDBOOT'S BONNEVILLE JOURNAL

## OR .... PASS THE SALT TOM

---

Bob Duncan and Bob Gosling were part of the pit crew for Tom Mellor's "World's Fastest Trident" at the Bubb's Motorcycle Speed Trials on the Bonneville Salt Flats last September.

Saturday morning saw the arrival of Tom and crew at the Bonneville Salt Flats after a leisurely couple of days of driving down. Bob #1 and Bob #2 (that would be me, Redboot) would not arrive until mid-day on Saturday. Due to our inability to multi-task i.e. reading road maps and ogling the sights (read cute chicks) on the I5, we missed a turning. The rush hour traffic in Seattle was our first indication that maybe we were on the wrong road. I think I can speak for both of us that the scenic route via Portland Oregon was good for an extra 100 miles of laughs.

Tom made it through Tech fairly quick on Saturday morning with no problems. Prime real estate was staked within the pits for the rest of the crew complete with a motor home and Canadian flag. Unfortunately for Bob and me, our mid-day arrival meant that we had to sweat it out in the heat all afternoon in order to pass tech. You know when you go to the supermarket and you stand in line at the checkout and the lines on either side of you seem to be moving, so then you switch lines and then the line you moved to stops and the one you moved from seems to move. Welcome to the Bonneville Salt Flats.

We were almost the last bike through Tech but we passed with flying colours. This showed us that the previous two weeks of running around like a bunch of chickens with their heads cut off was worth the effort.

Sunday morning is an early start. How early? Let me put that into some perspective for you. Our alarms went off at 4:30—please do not forget that we changed our time back one hour when we hit the Nevada border. We are doing this for FUN not payment after all. I tell you, after a week, sleep deprived is an understatement. To continue...

We are all on the salt by 6:30am with the mandatory rider's meeting scheduled for 7am. This is followed by a mad rush to line up to be sent down the salt for our first runs. There is not really any protection out on the flats and the sun can be brutal. This year Tom (older and wiser—did I mention he celebrated his 60<sup>th</sup> birthday this year?) brought along an extra easy-up shade canopy to take with him to mile zero to afford a little protection from the unrelenting sun. I would say that this was a stroke of pure genius and a good call as the crew spent all of day one at mile zero without getting a chance to run due to windy conditions. Safety is of utmost concern to the organizers of the event and wind speed plays an important role in the eligibility of allowing participants to well participate.

Monday's weather conditions were much more favourable and the wind speed dropped allowing the bikes to get back out on the track to do what they do best.

Tom was in line next to the Vincent Streamliner for 1.5 hours while he waited his turn for his first run of 2009 down the salt. Tom in his trademark leathers tucked in behind his custom built fairing on the Trident it really is a sight. It almost looks like the bike is built around the rider. The trident had its trademark howl going at the start line and the pit crew for this year Dave and Rick have their work cut out holding the bike steady waiting for the green flag.

Once the green flag is up, the crew lets go and Tom launches himself once more down the long 11 mile track. Ten feet along the salt the back wheels step out and down he goes! Minor details, Tom has got to the clutch and kept the engine running, the crew run out pick him up and he is off again down the salt before the Salt Flat staff can do anything to stop him, "sorry guys, not planning on re-teching today".

It is becoming quite apparent that the storm and rain of the previous few days at the salt are having a lasting effect on the "track" surface. The salt is wet and the salt is slippery. Needless to say that was a very slippery, shaky "getting to know you" kind of run which still turned in a respectable 176MPH (and for the

record the bikes gauges said the back wheel was running at 190 MPH!).

Tom managed a second run that day which was slower than the first run. Little did we know that this was going to continue and that the bike was overheating.

Tuesday, the first run of the day and the bike is “missing” on the top end so it is back to the pits to change the jetting. After two more runs the bike is still missing but it is running straight as the steering damper has been adjusted. Speed is slowly dropping off and the field technical trouble shooting is not working its usual magic.

Wednesday and another early start. Tom tries two more runs from mile zero on the International track but is starting to want to try one of the shorter courses as he is sure he is pulling some decent speed before the timed mile and for some reason the bike is starting to slow before the actual timing is occurring. I will include a short description on how the tracks are set up for the timed trials.

The actual track on the “International” course is 11 miles long. Bikes traveling down this track are timed between mile 5 and mile 6. This gives the rider a 5 mile run-up prior to the timed mile and is followed by a 5 mile slow down area. In order to qualify to run on the “International” track from mile zero, you must be able to run 175 mph. If you can not run over 175 mph you have the option of starting on the track at mile three which gives you a 2 mile run-up to the timed mile. You also have the option of running on the Mountain track if you have a slower bike. There is always the option of starting at the mile three mark even if you are able to pull over 175mph.

On both of his runs on this day Tom was into the 180+MPH area by mile 3 based on his speed. However, as he approached mile 5 the bike was slowing down and only pulling 160mph. It appears the front end suspension was compressing so much that the nose of the fairing was just about touching the front mud guard. This unfortunate situation was shutting off the air flow to the front of the engine which was causing overheating. Tom extended the forks in an attempt to get a little more cooling but then on the next pass the bike started to misfire.

Thursday morning we decided to swap the coils in the two bikes. During this process a broken wire was discovered on one of the coils on Tom’s bike. With the wire repaired Tom decided to run the bike again on the International track but this time starting at mile 3. His first pass is 175 mph but the bike is still slowing down after the first couple miles and is definitely not living up to its potential. The second and third pass are done on the mountain course, I am not really sure why that was. The Mountain track is 5 miles long, 2 miles for the run-up, 1 mile timed and then 2 miles to slow down. The second run of the day which was the first on the mountain course was not good as there were cones on the course and Tom had to sit up and brake. Unfortunately on the third and final run the bike was not pulling and Tom never managed to get it into top gear.

In 2007, Tom shattered the existing records in his class and then in 2008 he proceeded to blow his own records away. Unfortunately no records were broken or set this year however I personally feel it was a very successful week on the salt. There were a lot of changes and modifications going into this year. The modified frame works very well, everything runs smooth and straight, the fairing works very well with modifications pending on the front end compression problem. The broken wire on the coil has us thinking that a couple new sets of coils would not go amiss for next year.

The salt is unforgiving brutal on the bikes and you simply cannot afford to overlook any small detail. You cannot take the salt for granted. The thrill of running on the salt must be tempered with a little bit of respect. Things do not always go quite as planned however the technological advances and on the spot physics and mechanical trouble-shooting is phenomenal. The people out on the salt and in the pits are a family and community which I am pleased to have become a part of. Many look to Tom as a mentor and he does not let them down. Serious thanks are in order for his wonderfully supportive spouse, Dianne.

In 2007 and 2008 Tom gave the salt a good licking however the salt prevailed in 2009. We are all working towards another year on the salt in 2010, 40 weeks and counting.



Tom Mellor on the Trident awaiting the start of an early morning run on the salt.



The two Bob's, Gosling and Duncan (Redboot), and Tom and Dianne Mellor.

## ROAD TRIP!

*Steve Snoen photos*



The mandatory photo op at the summit of the Beartooth Pass, on Hwy 212 in Wyoming. At 10,947 feet the Beartooth is the highest elevation paved highway in the northern Rockies.



Gil managed to run out of gas which required some mid-air refueling from Steve's Commando tanker.



"Bringing anything back into Canada from the USA sir?"

"Just the first place 750 Roadster, Oldest Rider, and Norton Longest Distance awards from the 2009 INOA Rally. I do my best to support Free Trade!"