



Gil Yarrow at the June meeting, after receiving the lifetime member award.

IN THIS ISSUE:

June meeting	2	For Sale	10
President's Message	3	A Brooklands Mystery/Book Review	11/12
Tips and Tricks about the Brits	5	Gremlin!	14
Words from the Editor	6	Executive/Membership info.	15
Events	7	First Long Ride on an old Norton	16
Triumph Thruxton Bonneville	8	All British Field Meet	18



Top: Gil Yarrow (centre front) receiving the lifetime membership.

Left: Members at the June meeting. (Yes, it's sideways. It's not you.)

Photos © Elizabeth Trevisan



Summer!

Welcome to the summer issue of **Good Vibrations**, honouring the best riding weather of the year (well, autumn is a close second for those who prefer it cooler and colourful). Enjoy the season... and without putting too fine a point on it... the Editor would like to see **MANY REPORTS** of your summer adventures for the next issue. That means by mid-August or earlier, for the September issue.

THANK YOU!!



President's Message, *Nigel Spaxman*

It is the best time of the year for riding right now. Already this year I have ridden a few thousand miles on four different motorcycles. For the last few weeks, I have ridden to work almost every day. I own 12 motorcycles, and I aim to ride six or seven of them this year. Some are waiting for some mechanical attention and so they will have to be missed this year. When a motorcycle needs attention sometimes it is very sad how long it takes before I get around to it.

The first bike I licenced this year was my Guzzi. I love this bike, if I had to reduce to one machine maybe this would be the one.

This spring my BSA Goldstar was finally started up again after sitting for about nine years. The engine was apart right down to the crankshaft, and besides a new crankshaft this bike received a new gear box with the standard ratios, instead of the close ratio ones it had. I also added a bigger engine sprocket to make the engine run at lower revs in top gear. A milder inlet cam was installed, and a new clutch. Besides that, it got a new tank (alloy Lyta type), new wheels, new tires, and a new front brake. I also had to install higher handlebars because apparently my neck is not as flexible as it was nine years ago. The result has been a huge improvement. This bike is now everything I wanted it to be, it is light, fast and relaxed. The fuel mileage has gone from 23 MPG with the race cam and low gearing to 50 MPG with the current set up. I just solved the final problem tonight. I had the bike starting and idling well, also running well. The problem was the bike missed when on wide open throttle at above 4500 RPMs. It turns out the problem was the fuel petcocks. The alloy tank came from India. As a bonus they included two fuel petcocks. They looked OK externally but eventually I suspected they were responsible for the problem at higher RPMs. So, I put on some nice British ones. It turns out the bonus petcocks that came with my tank, flowed all the fuel through two holes about 1/8" diameter, and a shallow slot. The British ones have a 1/4" hole straight through. Now the engine can get all the fuel it needs.

I have also been riding my '73 Triumph Trident. It is running beautifully. Even though this bike might have seemed like a dud because it was a sales failure compared with the Honda 750/4 of the same era, it is a really great motorcycle, much nicer than the Honda in my opinion. This year I finally realized that the ignition timing was advanced a few degrees ahead of the proper specification. When corrected all signs of pinging was eliminated. Finally, the smooth low-end torque of this engine can be utilized as well as the horsepower available at high revs. Before this small change I had to keep the revs up to climb hills otherwise the engine would ping.

I have also done some nice rides on my Vincent. I took it to California in the back of the truck for a few days of riding in Northern California for the Northern California Vincent Rally in Fort Bragg. What a nice gathering this was. There are beautiful rides along the coast and on roads through forests into the interior. It was spoiled a bit by a few things. One of our friends Robert Watson, got Covid on the way

down, and had to spend the rally resting in his room and isolating himself from the other rally participants. Luckily it wasn't much worse than a really bad flu. He had to rent a car instead of riding his bike home so that he wouldn't have to face the grueling ride home.

On the first day of the rally one of the riders, Franc Recorder, was involved in a very serious accident, that resulted in a compound fracture of his femur, and a helicopter ride to the hospital. Franc is over 80 years old, really he has done very well to survive this accident. I admire his



Eugene, Robert, Brian: California Vincent Rally

energy and enthusiasm for motorcycles. I am mentioning this accident mainly because I think that this accident could have easily been avoided. Motorcycling can be very dangerous. Most of us find that riding is essential to our well being, so we are not prepared to stop riding altogether. We need to do the best we can to avoid accidents when we can. It appears this accident was caused because Franc made a split second decision that was wrong. Probably he assumed that the car that turned in front of him had pulled over to let him by. This turned out to be incorrect. It is much safer to assume that all cars are trying to kill you than to assume anything else. It is best to be patient. Don't worry about keeping up with other riders; ride your own ride.

Many of you may know Franc from meeting him at Norton Rallies. I am sure if you know him, he will be in your thoughts. This accident could have easily been fatal. Another friend and VOC member Gerry Hastings died as a result of a similar accident, on the same calendar day, at this same Rally 18 years ago. Gerry's wife Joan was at this rally. This accident really shook everyone up. I hope in the BMOC we all ride safely.

TIPS and tricks about the Brits

We all know that British Bikes can be a little, um, quirky on occasion. So share your expertise! I think it's time we reinstated this helpful column in our newsletters. This issue, we have a recommendation from Patrick Mackle in Kaslo:

When changing tires with the usual tire irons supplied by your local parts store or bike shops they are about one inch wide and 1/4 inch thick. With that thickness they don't leave much room for leveraging the tire off the rim.

I have a tire iron supplied by the Ford company for their Model T's which is a leaf spring with Ford stamped on it. It is good but at two inches wide a bit too wide. A good alternative is to get an old leaf spring and with a chop saw cut off a piece of the end about 12 inches long. Then, with a hand-held grinder and a zip-cut on it, cut it lengthwise to make two pieces out of it, each about one inch wide and 12 inches long. Clean them up and they make excellent tire-irons as the ends are thin and don't bend.



WALRIDGE MOTORS LIMITED



Over \$2 Million in Inventory with 95% Fill Rate on Regular Stock Parts
 Widest Range of British Motorcycle Parts

Alton
 Amal
 Andover
 Norton
 AP Lockheed
 Avon
 Boyer
 Brituro
 Bartel
 Carrillo
 Champion
 Doherty
 Halcyon
 Hepolite
 Ikon
 JP Pistons
 Kibblewhite
 Lucas



Check out our website for new products and specials.

33988 Denfield Rd, Lucan, Ontario, N0M 2J0, Canada

Email: sales@walridge.com Phone: 519-227-4923

Toll Free: 1-877-800-7337

WWW.WALRIDGE.COM

We Accept:  

Megacycle
 Mikuni
 Morad Akront
 NGK
 NJB
 Norman Hyde
 Norvil
 Podtronics
 Regina
 Renold
 RK Leighton
 Shorai
 Skitsu
 SRM
 Surflec
 Tricor

IMPORTANT/MASTHEAD STUFF

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

GV EDITOR: Shona LaFortune gveditor@shaw.ca (604-970-3850)

Good Vibrations is published five times a year and is included with membership. All contents © BMOC or the authors. CGI © Shona LaFortune; all clipart is used under licence.

MEMBERSHIP DUES: \$30/year, USA \$35, Int. \$45. 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. Or, 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

Words from the Editor *Shona LaFortune*

Before I get to the nagging part... with reference to the President's Message, may I remind you that if you have occasion to travel to the USA or anywhere out of the country, for that matter, BUY TRAVEL INSURANCE. I sometimes drop my husband off in Washington to meet his sister for a visit, and even though I'm only down for a few hours, I buy the insurance. You never know when some idiot will spin out in front of you. And yes, as you get older, it's more \$\$\$ but the US medical system... shudder. Enough said. If you are a BCAA member, they have good rates. BE HONEST on the questions!

The timing of the issues isn't always best for event notifications ... so keep an eye on the website, and the various emails and better still, attend the meetings! In person is better than by Zoom, but either way, participation keeps you in the loop.

I was recently provided, by past Editor Bevin Jones, with back issues of the newsletter from 1986 to 2010. When I have time, I'll pull out some bits... I'm amazed and impressed to see some of the same names popping up. We owe many members thanks for the years they have volunteered for the club to keep everything running smoothly. And yes, many are aging (although some have not—I'm looking at you, Todd!) and have truly done their bit and then some, so if you haven't been involved, time to volunteer. The annual meeting is in October.

And yup, here comes the nagging bit. The newsletter is almost 100% dependent on contributions from our members. Thank you to those who have sent me things. The rest of you, email, pencil, whatever works. Pretend this is a bar... "There was this one time..." For the next issue, "how I spent my summer" - riding, fixing, all good. Unless you were in a car, or a train.... Then we don't want to know.

No newsies, no newsletter.

2024 UPCOMING BMOC ACTIVITIES (and other events of interest)

July 5-7	Riondel Campout—BMOC OK
July 14	Brits on the Beach Car and Motorcycle Show , 10-3, Ladysmith (Transfer Beach). Admission by donation.
July 21	Victoria Motorcycle Club Show 'n' Shine , VMC Cycle Park, 4192 Happy Valley Road, Metchosin. Vintage and modern welcome. No entry fee; no prizes; just for fun. Setup 9:00 AM, Start 10 AM. Info Dave 250-380-7137 or Brent 250-352-7644
July 21-23	NWNO Copalis Beach Campout ; jrfrazel@msn.com https://www.nwno.org/event-5472162
August 24-25	Jaguar/MG car show at Douglas Park in Langley; you are all invited to show your bikes! Only \$10 registration included the Sunday picnic on August 25. Register at: https://jaguarmg.com/2024-heritage-classic/



BMOC member Ian Reddy relaxing at the Sourdough Saloon in Dawson City, Yukon, drinking a Sourtoe Cocktail, after riding 7,853 kilometers on day 15 of a 26 day trip on his Triumph Tiger 1200.

The Triumph Thruxton Bonneville, *John Martin*

The Triumph Company only ever built 52 officially named Thruxton Bonneville for the homologation requirements introduced for production racing in 1965. Triumph did make about another 150 Bonneville to be raced at Thruxton and other circuits from 1959 to 1969, but they were not called Thruxton Bonneville. The race shop included many special “works only” parts in the bikes that were not available to the general public. These bikes were immensely successful in endurance racing, especially at Thruxton (after which the bike was named), Montjuich Park in Barcelona and the IOM Production Race, when in 1969, Malcolm Uphill riding a “works” Bonneville, recorded the first ever 100mph lap by a production bike, and averaged 99.99mph for the race (hence the name of the DVD).

When racing resumed after the Second World War, the ACU (Auto Cycle Union) introduced a new Clubman’s class, hoping to entice the motorcycle manufacturers to produce sporting machines. These races were primarily staged on the IOM, and the BSA Gold Star dominated the event and eventually killed off the Clubman’s series. In 1955, the Southampton and District Motorcycle Club set up a new nine hour endurance race at Thruxton, for private riders or dealers to enter. Initially the factories weren’t interested, but as the importance of the event grew, specially prepared machines were delivered to selected dealers to enter them with the best riders available.

The policy of Edward Turner, the General Manager of the Triumph Engineering Company, was “No Racing”. He didn’t want to spend the money, but did show favor to events that helped showcase the superiority of Triumph motorcycles. Triumph initially entered the Tiger T110, and Mike Hailwood won the overall event in 1958. In 1959 the pre unit T120 Bonneville was released and entered in the races to increase sales potential. When Doug Hele arrived from Norton in late 1962, the Bonneville became



unit construction in 1963 and a new twin down tube frame was designed, which transformed the bike's handling. The main batch of Thruxtons were built in May 1965, and two more smaller batches were built in 1966 for the introduction of the Production Class race at the 1967 IOM TT. These last four bikes were updated continuously each year until 1969 when Meriden concentrated racing on the recently released T150 Trident.

Initially the dealer prepared Bonneville's, and Thruxton didn't look much different externally to the stock Bonneville, apart from dropped handlebars, rear set foot rests and a tucked in exhaust system with longer mufflers. They were even painted in that year's Triumph's colors. The engines were carefully assembled with the Delta twin carburettor head, chopped Amal Monoblocs and a remote float chamber. Also fitted was a one piece crankshaft, E3134 camshafts, 40 thou oversize high compression pistons (680cc), racing tappets and a Lucas racing magneto. For 1959, Triumph produced 13 machines for dealers to race, 11 bikes were produced with the new duplex frame in 1960, 19 motorcycles in 1961 and 10 in 1962, all pre unit construction. When Doug Hele arrived, the Bonneville became unit construction in 1963 with a new frame that immediately improved the handling of the bike. Seven motorcycles were produced that year for dealers to race. 1964 was the first year that saw bikes prepared by Hele's team for the Thruxton 500, 19 motorcycles were produced. At the end of 1964, with the increased popularity of production racing, the governing body, ACU, decided to introduce stricter rules to try to counter the factories building special bikes for dealers only. The frame, engine, suspension, wheels, brakes, exhaust pipes and mufflers had to be homologated. Some modifications were allowed, the bending of the exhaust pipes to avoid scraping on the ground, and racing brake linings.

The Thruxton Bonneville was born for the 1965 race season with 52 bikes produced; the price was just under 360 Pounds Sterling to the general public. These bikes were built on the normal production assembly tract but finished off by a small assembly team fitting the special parts needed. The first 47 bikes were fitted with a close ratio gearbox. There was an external oil feed from the timing cover to the exhaust tappets. The silencers were effectively a megaphone lengthened with internal baffles and with the larger diameter balance pipe, worked together to not exceed permitted noise levels.

In 1966, Triumph produced seven bikes for the dealers to race. For 1967, a new production class was announced for the Diamond Jubilee of the IOM TT. The specification of these 11 bikes were very different to what the public could buy! The engine had an oil feed to the intermediate valve timing gear, 3 inch base tappets, 21 tooth gearbox sprocket, the ignition fixed in the fully advanced position, and Amal GP carburetors fitted. The works bikes had a choice of 43 to 46 tooth rear brake drums, parallel fork triple trees with shorter stanchions and modified damping restrictors with a longer top fork bush. A large 5 gallon alloy petrol tank was fitted to complete the three laps of the mountain circuit without a pit stop.

For 1968, Triumph entered the races themselves instead of the dealers; four bikes were produced. The motorcycles now had capacitor ignition, close ratio gearboxes and WM2 x 19 inch alloy rims with a Dunlop Triangular on the front and Avon GP on the rear. Only one bike was built for the 1969 season, but the other four bikes were also updated. For the TT, a five speed gearbox was fitted, but after practice failures they were swapped back to four speeds. The Duke of Edinburgh, Prince Philip, dropped the flag for the start of the production race, and Malcolm Uphill completed the first lap at 100.09mph, the first over the ton lap by a production model. The second lap was finished at 100.37mph, and on the final lap he eased back the throttle a little to set an average speed for the race at 99.99mph. The Dunlop Roadmaster K81 was renamed the TT100 in honor of the event. The Experimental Department at Meriden was now working full time on the race development of the T150 Trident from 1970 onwards.

Today you can still buy a Thruxton Bonneville; it was re-introduced in 2004 by the reborn Triumph Company as a modern 900cc 360 degree parallel twin, and in 2016 the bike was superseded by a 1200cc 270 degree twin.

1973 Norton 850 Commando for sale, \$9000

Having owned this Commando for 30 years, it is time it goes to a new home.

I love riding it, but now in my old age (70) it is simply too heavy. Located in Surrey.

Phone 604-584-3788 Steve



Watermelon
NFS—get
your own

For Sale. **Small library of about 25 motorcycle related hardcover books**, including a near new copy of Modern Motorcycle Mechanics by J.B. Nicholson. Also included are some DVDs and shop manuals.

Lot price \$100 or best offer. Pick up only on the North Shore.

A Brooklands mystery, *Jonathan Hill, Dorset*



Recently I came across this marvellous atmospheric print amongst a collection of digitalised car photographs taken at Brooklands, unfortunately with no information about the event or the photographer.

The information that I have received so far confirms that the Norton is either a side-valve 16H or Big 4 by its silencer and exhaust angle and was London registered in either later January or sometime in February 1923.

The bike most certainly isn't set up for normal Brooklands racing or record-breaking, but it may be an entry in either an MCC or ACU (Auto-Cycle Union) long distance trial which would explain the number on the sidecar. Often these events featured a one/two hour or so session on the Brooklands outer circuit, with bikes having to maintain set speeds rather than race. The sidecar passenger could well be an ACU observer whilst the rider certainly looks like a Brooklands regular with his racing-style helmet and goggles (perhaps for the time trials) – maybe he was a test rider or a salesman for the agents?

It is likely, as the subject Norton was London registered, that it either went through works rider Daniel O'Donovan or Maudes Motor Mart. The sidecar differs considerably from the type fitted by Norton in the early/mid 1920s. Since this superb outfit looks factory fresh, it might just be a publicity shot taken at a Brooklands social day (note the admiring "flappers" in the background), when such bikes may have done a few "relatively" slow laps of the outer circuit or a blast or two up Test Hill (Norton had that year won the very prestigious Maudes Trophy, given for proven reliability over long distances in a set period).

Book Review, *Jonathan Hill, Dorset*

“Classic Motorcycles Restoration Guide”

Author: Massimo Clarke, Published by Giorgio Nada Editore Srl

www.giorgionadaeditore.it; e-mail: info@giorgionadaeditore.it

Available from: Chapters (UK) www.chapters.co.uk and Quarto (US and Canada)

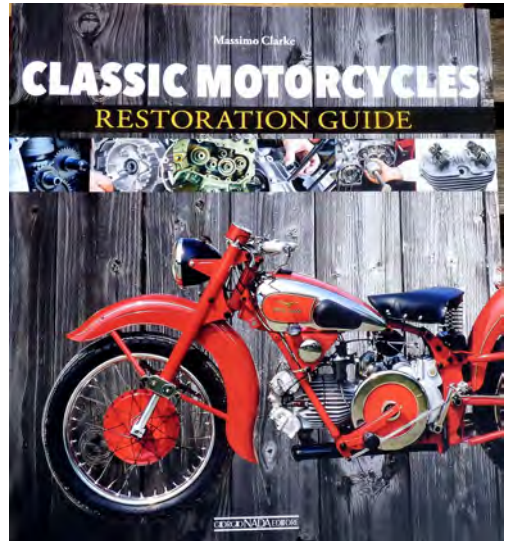
www.quartoknows.com.

Hardbound, 265 x 245mm (landscape); 167 pages with over 250 colour photographs and illustrations.

ISBN 978-88-7911-761-6; £35 UK; \$49 USD; \$64 CAD; \$73 AUD.

This book is the fruit of hands-on experience gained in the workshop as well as knowledge gleaned over years of consulting books, manufacturers’ manuals and specialist magazines by one of the leading Italian technical journalists, Massimo Clarke.

It is intended as an easy-to-read guide with clear, precise contents regarding the restoration of classic motorcycles, with attention being focused not on pre-war models but machines from the 60s and 70s, of the type on which we still ride and work on most frequently today. All aspects of the restoration are dealt with, with special reference to mechanical work on the engines and the chassis components, those which enthusiasts can do themselves in their own garage, using tools that are easy to find at reasonable costs. This updated edition of the book is enhanced by an in-depth examination of the reassembly of the crankcase and two new chapters dedicated to the final drive and the spark plugs.



This is a guide book of fundamental importance, particularly to newcomers to the classic bike scene who want to “get their hands dirty” whilst maintaining their beloved bikes.

The contents include: Overhaul; dismantling the engine; checking the cylinder head and the valve train; checking the cylinders and pistons; checking the crankshaft and connecting rods; checking the crankcase and accessory parts; reassembly one (the “bottom half”); reassembly two (the “top half”); transmission; the final drive; fuel supply and ignition; sparking plugs; the frame; suspension; wheels and brakes; the electrical system.

We read that the overhaul or restoration of any motorcycle must of course begin with dismantling the various components of the chassis set-up and the engine and transmission. The work should be carried out with the utmost care, after having cleaned the whole vehicle scrupulously, making sure to make an accurate note of the layouts and disposition for reassembling the various parts as they are removed. Labels, separate containers and pens that write on all surfaces can be useful for this, as can photographs, thanks to the exceptional practicality offered by digital cameras these days.

This is an excellent well-written book, that is both erudite and succinct, carefully avoiding technical jargon, complemented by superb photography (including some of the author’s beautifully restored and rare machines) and reproduction quality. This is also an excellent read and highly recommended.



Yes, we're not British but we're SUMMER!



"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



PETER VANDERKOOY

REALTOR® (2012) / Makelaar

604.726.6808

peter@pervanderkooy.com

pervanderkooy.com



CONNECTIONS >>>

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

TEAM 3000 Realty Ltd.

305 - 9940 Lougheed Hwy., Burnaby BC V3J 1N3

Gremlin!, Alistair

It started off well enough. Just fitting the gearchange quadrant plungers. Not paying attention I turned over the mechanism and the plungers and springs fell out and bounced off the workbench. There was a flash of green light and I could hear giggling. Trouble. Being springs they did not just fall but bounced on the table. A search was conducted and three out of four bits were recovered. An exhaustive frustrating two hour search did not turn up the missing spring. WTF! Calm down, keep calm. A week goes by, regular searches did not turn up the missing spring.



OK, order a new one. Contact Walridge motors, submit the part number and wait for the envelope. Not to be. The email came back with the dreaded “Not in stock”.

Plan B: A drive to Tim’s to obtain the vital spring. Now Tim is this brilliant restoration artist and has a large collection of vintage stuff he keeps in a large barn. Cannot say enough about his work. It is one thing building a Bonneville but who would attempt a 1934 Ariel square four? Tim makes it look easy to build a Concours restoration.

He is also a bit eccentric. You sort of have to treat him like a drug dealer. I could not appear at his door and request he supply a \$.50 spring. Nope. So I made up a list of bits I might need in the future, eg clutch plates, chains that sort of item at least \$200 worth of bits. Although I do know that if you don’t ride the bike parts tend to not wear out. Well, they will look nice on my shelf.

So the trip was made, and Tim lives an hour and a half away... so a Saturday morning was shot sourcing a tiny spring.

Got worse though. I got home and the wife greets at the door with arms akimbo. She explained to me that since I had spent the morning on motorcycles it was only fair that the afternoon be dedicated to enriching the marriage. This was delivered in a totally non-threatening manner. She had picked out her favourite restaurant and made reservations. Two meals, a bottle of wine, tips and the bill was over \$200.

A week passed before I could return to wrenching. I walked into the studio, (I do not call it a workshop, I call it the Studio of Kinetic Art) and there in the middle of the workbench, clear of any tools or debris, was the missing spring.

All I could hear was the hysterical laughter of the Gremlin.



Ah, yes. My Ukrainian Baba had a saying, roughly translated: “When the little devil has finished playing with it, he will bring it back.” Ed

BMOC Executive and officers 2023-2024

President: Nigel Spaxman

Vice-President: Erin Reddy

Secretary: Erin Reddy, secretarybmoc@gmail.com

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

Newsletter editor: Shona LaFortune, gveditor@shaw.ca (604-970-3850)

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

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 Sprout 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](#).



First Long Ride on an old Norton, *Steve Snoen*

I rode a 1947 Norton, Model 18, 500cc, on a trip to Winthrop, week-end of 21-22 June 2024. The Washington Vintage Motorcyclists put on a two day meet there. This was the first long ride I did on this bike. I have been working on this Norton for 14 years (it is a crazy long story).



I rode to Abbotsford, crossed the border at Sumas, Hwy 9 south and then Hwy 20 east. Good weather and beautiful scenery and 220 miles to Winthrop.

About 50 people showed up, too many on modern bikes. Somewhat bewildered, they asked me: did you really ride from Vancouver to here on that? pointing to the bike. Sure, it was no problem. Fellow BMOC club members Jim Bush and Elizabeth Trevisan had been in the area just days prior, attending an other event (Vincent Owners?). Several people asked me, if I knew Jim Bush? Yes, I know Jim. "Great guy" was a repeated comment.

I camped there two nights and did some local riding. Then continued to Oroville, crossed into Canada at Osoyoos, and bought some delicious Okanagan cherries from a fruit stand. On to Keremeos, Princeton, then Merritt and camped at Nicola. Oh my, it was windy on Nicola Lake, white topped waves. The bike was behaving really well.





Home again, with an almost dead battery

The forth day started out good; everything was going well, then the electrical charging system quit. It was easy to determine the problem, the fibre gear that drives the dynamo had failed. Well, I did not have a spare one with me, and it is quite a complicated job to replace. Lets head home, and see how far we get. The bike today has an electronic ignition system (the third ignition system I have tried on this bike). It will run as long as there is power in the battery. Shortest way home from Merritt would have been the Coquihalla, but riding on the freeway on such an old bike is not good. My self imposed top speed is 50mph, people typically drive 70 mph+ , and are less likely to stop and offer assistance.

So the trip continued to Spences Bridge. That road has now been repaired, after the flooding three (?) years ago. On to Lytton; some house rebuilding has finally started, after the fire. The bike was running well, south through the Fraser Canyon and on to Hope. The voltmeter had read 13 volts in the morning, went to 12, then 11 and declining. My anxiety level going up as the voltage went down. After a crazy traffic jam in Abbotsford, the volt meter was down to under 10 volt, but I did make it home to Surrey. The Boyer blue box did well.

The whole trip was 800 miles, the last 200 with a dead dynamo. The bike burned one quart of oil. Pretty good for a 77 year old motor vehicle.



All British Field Meet (ABFM), *Elizabeth Trevisan*

Despite the early morning rain, the day unfolded beautifully at the annual gathering of the All British Field Meet at Vandusen Gardens. With over 500 entries of British vintage and classic cars and approximately 20 motorcycle entries, this year's feature marque was **Triumph**. BMOG members were invited to attend and bring a Triumph motorcycle for display, they included Tom Mellor and his 1975 T160 Triumph Trident, Nigel Spaxman and his 1974 T150 Triumph Trident, Darcy Edgecombe and his 1970 Triumph Tiger, and sporting the modern Triumphs were Chris Hibbert and his Daytona and Peter Vanderkooy and his T100. Other bikes in attendance were Elizabeth Trevisan and her 1947 B-C Vincent Rapide, Jim Bush and his TDF 98 1949 Rapide kitted out with the massive travelling top box and side luggage built and used by Eileen and Dan Smith when they made their epic journey from Vancouver to Tierra del Fuego in the late 1990's. Alan Comfort displayed his 1938 Velocette GTP which had the judges in a flurry when they discovered it had been converted to electric without disturbing or manipulating any of the original parts. It was great to see Wayne Dowler again; Wayne has been involved with the ABFM for many years and was part of the BMOG presentation of Best Original Motorcycle award.

New BMOG members Ian Wylie and Brian Thalken rode and displayed their Vincent motorcycles. In addition to being a Norton rider, Ian's Vincent, a 1947 B Rapide #34, is in very original condition and is the first Vincent to be sold in Vancouver, BC. He shares this honour with a previous owner, also a BMOG member, Ian Watson, who was also in attendance - we had what they call an "IW all squared" moment as the two Ians posed with the bike which they have collectively owned for 45 years. Brian Thalken rode in on his 1952 red, black Vincent Rapide, aptly named "el diablo rojo." Ian Wylie received an award for Best Original motorcycle in the Sponsors Awards and Brian Thalken received second place for Best Motorcycle in the Class Awards.

Thank you to all the volunteers who arrived early and assisted with set up and tear down including Jim Underhill, Erin Reddy, Bob Duncan, Rick and Penny Freestone, Allyson MacDonald, and Eric McNab.



Bob Duncan and Rick Freestone



Brian Thalken and el diablo rojo

Photos © E. Trevisan



Chris Hibbert and Stuart Quayle



Left: "IW all squared", Ian Watson and Ian Wylie

Below:
ABFM Ian presentation:
Wayne Dowler, Alan Comfort, Ian Watson, Nigel Spaxman

