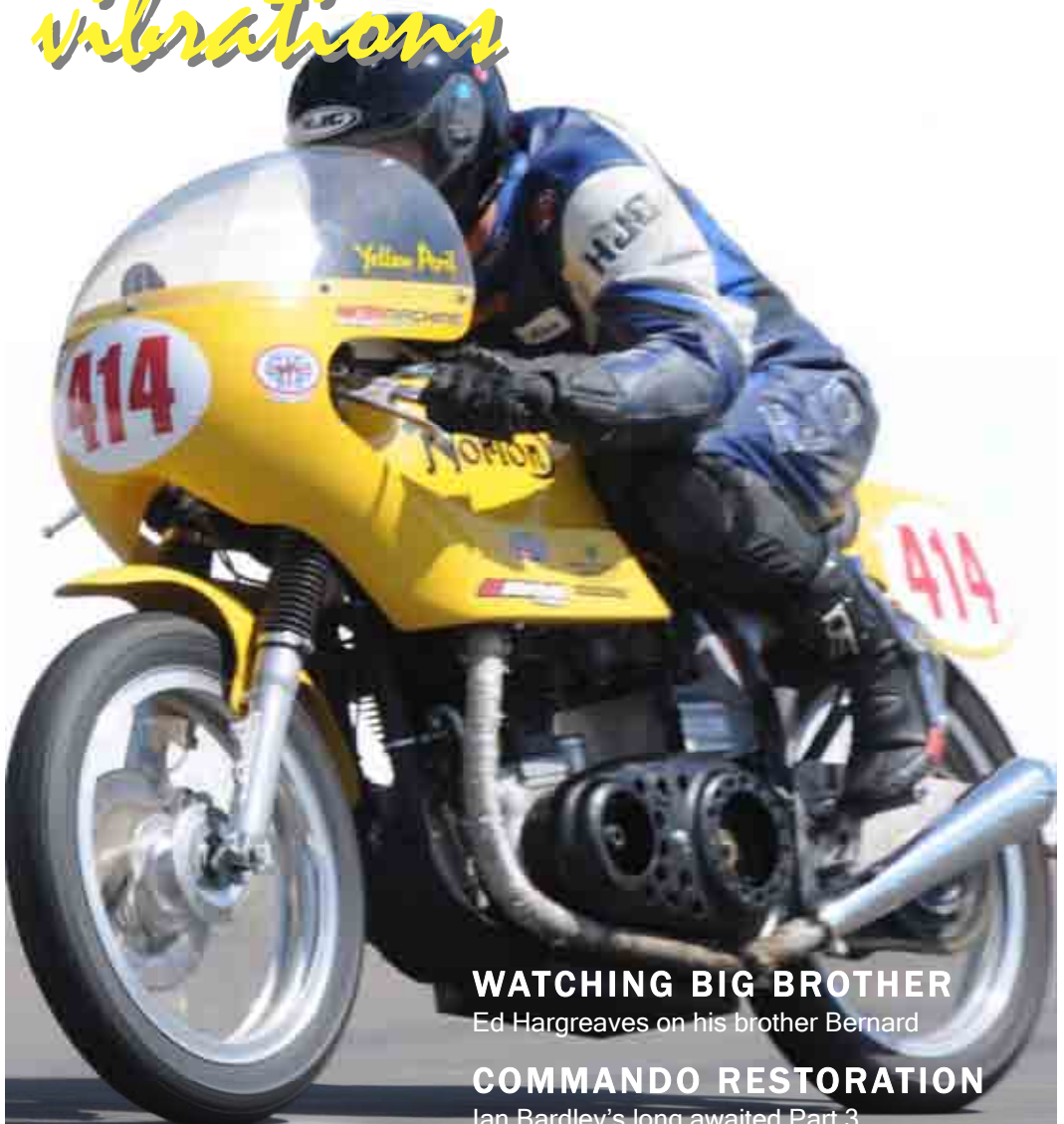


# Good vibrations

*the newsletter of the british motorcycle owners club  
british columbia canada*

*June 2009*



## **WATCHING BIG BROTHER**

Ed Hargreaves on his brother Bernard

## **COMMANDO RESTORATION**

Ian Bardley's long awaited Part 3

## **RIDE & TUNE & EAT**

Alan Comfort reports on a popular club event

## **ALL BRITISH FIELD MEET**

Bill Sarjeant reports on Wayne Dowler's successful outing

In order to fulfill our mandate to reduce newsletter costs we are keeping to a strict limit of 20 pages per issue (even 1 extra page will cost the club an additional \$100 for postage!). So the fonts have been fiddled and some of the style elements modified to fit everything in.

## STUFF



As Butch said to Sundance, "Who are those guys?"

My best guess is: 1 Alan Comfort, 2 Nigel Spaxman, 3 Paddy Mahaffey, 4 Geoff May, 5 Bern Berndt, 6 Steve Gurry, 7 Unidentified, 8 Robert Smith, 9 Dave Gurry, 10 Dave xxxxx, 11 Bob Gosling, 12 paddy Bennett, 13 Dave Guenther, 14 Bob Wheeler, 15 Unidentified, 16 David Haydon, 17 Jim Sinclair, 18 Barb Sinclair aka Ursula back then, 19 Bob Logan. Anyone have any better ideas.

We believe the photo was taken in 1994. The location is definitely at Failaise Park. Next let's match the bike with the owner!



Tom Mellor aboard his Bonneville Trident at Seattle International Raceway

Photo courtesy of Robert Smith

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### GOOD VIBRATIONS

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

#### June 2009

##### 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

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½ Page \$15.00  
Full Page \$20.00

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

### Bevin Jones

Remember Pete Gagan's 1904 Rex? It was featured at Tsawassen in 2004 and was on the t-shirt.

Well... Pete sold it at auction in California last year and, lo and behold it turned up at this year's Bonham's auction at the Classic Motorcycle Show in Stafford, England where it sold for £13,000.

When I told Pete it was sold at Stafford he replied, "It proves two good things. I sold it last year for \$19,000 US which is as close to £13,000 as damn is to swearing. Therefore I didn't sell it too cheap, and the market is stable.

It completed the Pioneer Run this year. Maybe the guy didn't like pedalling up Riegate Hill."

Maybe not.

I just received the May through August issue of the N.A.D.A. Vintage, Collectible and Retro Motorcycle Appraisal Guide that we refer to at work and noticed that the value of virtually all bikes has dropped. In addition to what appears to be a percentage decrease, some models are significantly lower in value.

A couple of Brit examples: all prices are for Condition 1 (Excellent, original & correct or well-restored, all NOS)

1973 Norton Commando Interstate 750, Feb-Apr US\$8175 Now US\$8075

1968 Triumph T120R Bonneville Feb-Apr US\$10,100 Now US\$9975

1966 BSA A65 Lightning Feb-Apr US\$5850 Now US\$5775

1949 Vincent Black Shadow Series B Feb-Apr US\$67,000 Now US\$66,125

Don't panic yet, your RRSP's have dropped much more than that! Oh wait...maybe that bike is your RRSP.

Cover - Alex Dumitri aboard the Okanagan group's *Yellow Peril* Commando at S.I.R. in Seattle in May.

Photo courtesy of Robert Smith

Check out the BMOC website

**bmoc.ca**



# PRESIDENTS MESSAGE

---

*Gerry Philbrick*

Gentlemen this is this month's Message WHERE ARE YOU?

We have 140 Members with about 20 on the island and 20 out side the Vancouver area. That leaves 100 members within riding distance of the local events we put on. We had 18 at the Ride & Tune, 21 at VanDusen (4 of those were non members), and 8 for the Shakedown Ride.

I know that the boys in the Okanagan have more than that at their breakfast meetings and 15 or so Island members support the Saltspring campout.

We should be proud of our British bikes, after all it was the British that drove the industrial revolution. OK, I know I'm bias and more British than most of you what with Royal blood running around my body and all that. We should be out there celebrating these wonderful machines they look nice there is fun to ride and every where you go people love to see them. It's true the Japanese made the British motorcycle industry go bust, but it's the Americans car industry turn now, so let's rub their noses in it.

The Shakedown Ride was great; you all missed a damn good day out. Don't miss the next ones, Duffy Lake, Saltspring, Sunshine Coast and many more and now even one for the retired guys, how about that. I have some fantastic places for you to go to on the about town rides so look out and many more prizes.

You guys in the East and West and on the Island join in too we can always put you up for a night or two.

## A VELO'S VIEW OF THE SHAKEDOWN RIDE

---

*Gerry Again*

This was a lot of fun. You missed the best day out I've had this year. We left the Big 6 café at 9.50 and made our way to the border. The ride was a treasure hunt so there were questions to answer on route, with the promise of a big prize for the winner. I hope he enjoys his time at the Isle of Man TT.

Across the Fraser then down Scott Road then it got interesting with the bends and turns through the country lanes of Surrey. You never knew they existed did you? Then came the border line up Oh no what a line up! But as I told you I had made arrangements with border services I was through in 3 minutes and most of the rest about 5 minutes. I was amazed to find I was first there. I left 10 minutes after the pack and most of them got lost getting to America, how do you do that?

A quick coffee stop at a place that makes the best and cheapest Latté you have ever drank \$2.60 yes 2.60 and it's not Starbucks muck. I gave the group a little bit of advice on how to ride safely, don't follow anyone make your own decisions.

Off they went. The ride went south at speed to Ferndale, I followed at my slow speed just behind the pack and guess what, they all got lost at the first turning. I never sore them again. I thought that they had gone at such a speed they were way in front.

The sun was shining and the temperature was just right, so out to the coast and the Birch Bay Road. There was lots of people on the beach enjoying the sun. The ride took us out to Semiahmoo Point where the ferry is named after the Francis Barnett motorcycle of the fifty's did any one get that right NO! Just a small ride to the finish and I still had not caught up with them they must be going at hell of a lick.

I arrived at Ken and Marlene's place at 2.30 right on time. 'Ken, where are the others', I asked. 'I don't know', came the answer. At least one person got a question right. I sat with a glass of wine in hand looking out over the wonderful view from the garden overlooking the creek. Half an hour went by still no bikes, ten more minutes and they all arrived with many stories to tell and some disagreements on who was to blame. Not to worry the BBQ was on and we had a great time chatting to Ken's family in the best watering hole south of the border. The Beer and wine was flowing and then the food, and what food, it was delicious.

Your now sick you didn't come eh? Time was running on and sadly we had to leave and I don't think many wanted to as the company was so good. Still there was that dreaded border again. Peter Farrar and I stayed a while to play with Ken's Norton but half an hour behind the rest we left for the mile ride to the Canadian Customs. I did not have any pull with them so 20 minutes and we where on or way north.

Not a bad a day out. I was home at 7 and at 9 there was a phone call from one of the gang 'we where five cars behind you in the line up at the border. We got lost leaving Ken's place'. I won't say who they were, they can tell you yourselves. A big thanks to Ken and Marlene for the food and drinks. We must do it again some time and there may be more next time if they can pluck up courage to cross into an alien country.

# ALL BRITISH FIELD MEET

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**Bill Sarjeant** Photos **Bill Sarjeant and Bevin Jones**

Billed as “The Greatest Show on British Wheels”, the 2009 All British Field Meet at Van Dusen Gardens was a great success. A bright and sunny day brought out 637 entrants (including 23 bikes!) and a crowd of over 6,000.

Wayne Dowler’s 1948 BSA A7 complete with a BSA factory sidecar was a real hit...so much so that he won the best first time entry as well as the best motorcycle. A lot of hard work and \$\$\$ went into the BSA project so Wayne was very pleased with the result.

Club members Paddy Mahaffey (‘69 Trident) and Alan Comfort (‘38 Velo) placed second and third in the motorcycle class.

Hats off to all the members who made this event a roaring success!



A total of 23 bikes were entered in this year's event

British bikes continue to be a popular part at the ABFM



Wayne Dowler and grandson David with the 1948 BSA outfit

Wayne receiving his award, organizer Patrick Stewart on the mike



# WATCHING BIG BROTHER

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*Ed Hargreaves*

Most of my fellow B.M.O.C. members know that my older brother Bernard won the Senior Clubman's T.T. on the Isle of Man in 1952, but there's a lot more to his story than that.

At sixteen Bernard was racing in grass tracks, scrambles, and hill climbs, then in 1947, at age eighteen he rode a 350 cc Pushrod Norton in his first road race. That was at Altcar near Liverpool, about thirty miles from our home town, he made it into the 350 cc final but a flooding carb put him out of the race.

Throughout 1947 and '48 he did a lot of short circuits, Ganston Aerodrome circuit near Sheffield, and Esholt Park, Bradford, and even traveled south to Wales, and north to Scotland to race meetings, all on a very, very tight budget.

Bernard really wanted to race on the world famous Mountain Circuit on the Isle of Man, and the first Clubman's T.T. that was held in 1947, gave him, and hundreds of other likely lads, that chance. The old Norton was sold, and a ten year old 250 cc M.O.V. Velocette was found, purchased, and entered in the 1949 Clubman's 250 cc Lightweight T.T. There were many better bikes in that race but Bernard took third place, he had enjoyed the race, and had gained valuable experience and knowledge of the mountain circuit that would serve him well in future TT's and GPs. He was also getting noticed for his flat on the tank style and his fast cornering.

By the way, that 1949 debut in the Isle of Man for Bernard, was also the first time round the mountain circuit for another Lancashire lad, Geoff Duke, who raced in and won the Senior Clubman's race that year, the same race Bernard was to win three years later.

---

**He was also getting noticed for his flat on the tank style and his fast cornering**

---

For the latter part of 1949 and into 1950 Bernard did lots of short circuit racing, not only on the MOV Velo, but also on a borrowed 350 cc Triumph 3T that he ran on methanol and was fitted with twin carbs, this thing could accelerate out of a corner like a rocket, but no top end speed, great for short circuit racing.

He also entered the 1950 Clubman's Lightweight T.T. this time a two year old M.O.V. Velo with Dowty forks was his mount. During this race, after catching and passing the eventual winner, Frank Fletcher, Bernard crashed at the left hander before Laurel Bank, breaking his leg.

It was during 1950 that Bernard was approached by ex-T.T. rider Jimmy Warley who ran a motorcycle business in Bristol, home of the Douglas motorcycle. Warley was a Douglas dealer, and he spoke to the factory about them lending Bernard a 350 cc Plus 90 Model to race, with some factory support. They agreed, and a brand new gold and white Plus 90 was delivered to our local railway station.

In 1951 Bernard took the Duggie north into Scotland to race in the Scottish road race championships at Beveridge Park in Kirkcaldy Fife, the 1 3/8 mile road circuit was a favorite of a certain up and coming young Scottish racer by the name of Bob McIntyre, he rode a 350 cc Gold Star in the very wet, and rainy 350 cc final. Bernard beat him by a considerable margin. From that day on whenever Bob Mac met Bernard at a race meeting his pre-race comment was always "I hope it doesn't bloody rain".

To be continued.....

<p>Ed Hargreaves is 72 and lives in the Okanagan. Brother Bernard is 80, and lives in England. At the time of writing Bernard is awaiting a heart operation. We wish him a successful operation and a speedy recovery.</p>
--

Watch for the next episode and more photos in upcoming issues.



Bernard Hargreaves aboard his 250cc Velocette MOV before the 1949 Clubman's Lightweight TT

**1949 Clubman's Lightweight**

1	C. V. Taft, Excelsior	33.33	<b>32.57.2</b>	1 06 30.2	68.10
2	D. A. Ritchie, Velocette	34.05	<b>33.85.2</b>	1 07 10.2	67.43
3	<del>B. J. Hargreaves, Velocette</del> <i>3rd Race</i>	33.57	<b>33.48.2</b>	1 07 45.2	66.48
4	G. S. Wakefield, Triumph	35.41	<b>34.49.8</b>	1 10 30.8	64.23
5	L. C. Bolshaw, Triumph	36.00	<b>34.32.6</b>	1 10 32.6	64.21
6	A. B. Barton, Triumph	35.53	<b>35.36.4</b>	1 11 29.4	63.34
7	E. F. Cope, Excelsior	36.18	<b>35.53</b>	1 12 11.0	62.73
8	J. J. McVeigh, Triumph	38.02	<b>35.03.8</b>	1 13 05.8	61.95
9	G. A. Northwood, Velocette	37.44	<b>36.23</b>	1 14 07.0	61.09
10	J. R. Dalton, Velocette	38.00	<b>37.42.8</b>	1 15 42.8	59.82
11	J. Smith, Excelsior	38.00	<b>37.57.4</b>	1 15 57.4	59.62
12	T. W. Swarbrick, Excelsior	39.17	<b>36.54.8</b>	1 16 11.8	59.43
13	A. Henshorn, Velocette	39.21	<b>38.35.4</b>	1 17 56.4	58.10
	F. Parslow, BSA	38.15	R		
	H. B. Ironmonger-Watts, Triumph	R			
	W. J. Jenness, Triumph	R			
	V. J. Holcroft, Velocette	R			

**LAP POSITIONS**

RIDER AND MACHINE	FIRST LAP POSITION	1949 CLUBMAN'S LIGHTWEIGHT	FINAL POSITION	RIDER AND MACHINE
C V TAFT EXCELSIOR	1	→	1	C V TAFT EXCELSIOR
B J HARGREAVES VELOCETTE	2	↘	2	D A RITCHIE VELOCETTE
D A RITCHIE VELOCETTE	3	↗	3	B J HARGREAVES VELOCETTE
G S WAKEFIELD TRIUMPH	4	→	4	G S WAKEFIELD TRIUMPH
A B BARTON TRIUMPH	5	→	5	L C BOLSHAW TRIUMPH
L C BOLSHAW TRIUMPH	6	↗	6	A B BARTON TRIUMPH

Bernard completed the Mountain Circuit in 1 hours, 7 minutes and 45.2 seconds at an average speed of 66.48 mph



Bernard lifts the front wheel over Ballaugh Bridge on his way to victory in the 1949 Clubman's Lightweight TT

## For The Record

I would like to expound on Allan Comfort's article on my Life Membership Award.

I have not been a member since the club's inception. I joined the club in 1989 ( I think ).

The Specialty Vehicle Assn. has been inactive for several years.

The "Smokey " moniker came from the unusual paint job I applied to my 1958 A.J.S. When I joined the Royal City Rockets in 1960 some one not knowing my name referred to me as "the guy with the smokey bike".

And no I don't smoke.

With that out of the way I would like to thank the membership for honouring me with the life membership.

Sincerely  
"Smokey"



John Martin sends this from Down Under Ken Vincent with his Velocette race bike at Collie, a race track 2 1/2 hours south of Perth. Notice he is wearing a BMOC tee shirt, that he got when he visited his brother and the club in 2006.

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## VANCOUVER ISLAND: A HOT BED OF ACTIVITES!

Sunday, June 21 is the **Annual Fathers Day Picnic for English Cars** at Victoria's Beacon Hill Park. This event is organized by the British Car Club (info 250 475-2700).

Vancouver Island is a hotbed of activities for English Car enthusiasts—I'm sure that the organizers of many of these events would appreciate a Brit bike or two to turn up.

Check out the Island calendar at

<http://members.shaw.ca/torquemasterscarclub/calendar.pdf>

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Al "Smokey" Greaves

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# RIDE 'n TUNE

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## *Alan Comfort*

Sunday April 26 dawned clear and cool, a good day to roll a bike out of the shed and go for a ride. All the better to have a destination with a free lunch and some wholesome entertainment.

The BMOC Ride 'n Tune is an annual event that provides an opportunity for members to take advantage of one the key benefits of belonging to the BMOC: that benefit being the collective wisdom and experience of dozens of other members with years of experience in keeping British motorcycles on the road. It's the perfect venue for bringing out the Boyer that you bought three years ago but haven't gotten around to installing, or dealing with a persistent oil leak that doesn't seem to be able to heal itself.

The usual suspects, and some newcomers, were gathered at the Big Six Café for a hearty breakfast and the start of the ride. A couple of dozen bikes were neatly arranged at the curb and the café' was over flowing with helmets, leathers and motorcyclists. The majority of bikes were Triumphs, Nortons, BSAs, et.al from 30 or more years ago with a sprinkling of modern motorcycles. Surveying this collection of machinery from the opposite side of the street, I could not help but notice the obvious contrast between old and new. The modern bikes with their massive plastic bodywork and huge tires literally dwarfed the vintage bikes. Call me a neo-luddite, but the aesthetics of a Norton Dominator, Triumph Bonneville or such like, win hands down over any of the slab sided plastic behemoths of the 21<sup>st</sup> century. Oops, I have exposed another one of my prejudices, and this entire diatribe from someone who has covered many miles on a Honda Transalp, perhaps one of the ugliest motorcycles ever built.

Sunday mornings are usually the best time to navigate urban traffic. Most sensible people are still in bed and do not hit the roads until after 10:00 when the shops open. The ride through south Burnaby was quiet until we hit the Queensborough Bridge approach. Ten minutes of stop and go traffic indicated that there was an accident or construction ahead. Wrong on both guesses. This time it was a quarter mile of wet smelly garbage strewn over a lane and a half of bridge deck. It looked like the gate of a commercial garbage truck failed and the entire load was lost. No sign of the truck or driver. Once we completed the slalom through the stinking fish heads and wilted salad, the road opened up again and we enjoyed a quiet ride to South Surrey and the home of Jim and Lisa Bush, our hosts for the event.



There's not much that Jim can't fix

Jim has a workshop at the back of his property that is the perfect venue for this event. It is spacious, well lit and fully equipped with bike lift, air compressor, a full array of tools and a paint booth. In the basement of the house is another workspace with a lathe, milling machine, valve facing equipment and a well-organized collection of parts and supplies for a variety of British bikes. There isn't much that cannot be fixed, restored or built in this space. Since all the bikes made the destination without any reported mishaps or breakdowns, the ride portion of the event was completed, so now it's a matter of tuning. Michelle's Norton was exhibiting some rough running and hard starting, so on the lift it went. Some realignment of the Boyer, a carb adjustment and attending to a bodged oil line and all was well again. Thanks to Steve and Jim for that. A couple of oil changes and some carburetor adjustments and the tune portion of the event was drawing to a close.

Now to the more serious business of lunch; President Gerry arrived on four wheels with two pots of Chili. He is to be forgiven for the transgression of the redundant two wheels because they were British (a lovely Healey six with the top down) and carried precious cargo. Gerry tried to claim credit for the chili, but we all know Lesley was responsible for this tasty treat. Geoff May attended to the bratwurst and sausage on the barbecue. Everyone was well fed and the bikes were well fettled.

Thanks to all who participated and helped organize this successful BMOC event. And a special thanks to Jim and Lisa Bush for opening their home and shop to the club.

# RIDE 'n TUNE Pics

Alan Comfort



New Member Michelle's 750 Commando was revitalized with a little adjustment to the carbs and ignition



Whilst there's goin's on in the shed – Geoff May attends to the important task of "pit master" supervised by Lisa Bush and Al Comfort



Peter Farrar, Gerry Philbrook and Gil Yarrow seem to be enjoying the chili and brats.

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# ON COMMANDO RESTORATION PART III

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*Ian Bardsley*

It's taking me as long to complete the restoration story as it did to restore the bike. For those with any functioning memory (not me), may recall that:

**Part One - June 2008:** I described my crash on the return leg from the 2003 INOA rally. This led to a bent frame, bent front forks, dented tank, torn seat cover, broken turn signal switch and mirror, bent foot-peg, badly scratched primary, dented fenders etc. Still I escaped with minor bruising and the bike, although bent, still ran which allowed me to ride it home.

**Part Two – August 2008:** After a sterling start with dismantling everything and fixing the front fender, restorer's malaise led to a two year hiatus. Steeling myself to the task, I had Dave Sundquist, Redline Norton, straighten the frame (excellent job), straightened the front forks and yolk, fixed the slider bushings (the cause of the crash), had Rainbow Powder Coating refinish frame and black bits... and that's where the story lay for the past 2 years!

**Part Three:** Following on the above, the bike was quickly brought to the rolling chassis stage – front and rear suspension, new handlebars and wheels installed. I had previously done a gearbox lay-shaft bearing upgrade so all it needed was a polish and installation. I fitted new isolastics since the 30 year old ones had sagged a bit. And now for the harder bits...

The gas tank had a couple of sizeable dents to fix and it needed refinishing, so I started out by removing the paint. Being cheap, I pulled the dents using a home-made puller comprising a slide hammer and nails bent to form a "J". The nail heads were temporarily tack welded to the tank wall and the hammer used to bring the tank wall back out to within 1/8" of the original profile. A trick I devised was to cut a couple of pieces of cardboard to match the curves of the tank side opposite the dent – these were used as templates for the pulling and filling processes.

At this point, I sealed the tank using a POR-15 sealing kit. After sealing, I filled the small remaining dented area with good quality body filler and restored the curves using the cardboard templates.

Finish painting with modern urethane paints is not a task for those who value their health, since they contain nasty chemicals called isocyanates. I was very fortunate that Jim Bush was willing

Continued on page 14





### 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

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No visits without an appointment

## COMMANDO RESTORATION - Continued

to apply the finish coats while I did the priming. After Jim applied the base finish coat, I applied masking tape for the pin-striping and the decals and Jim air-brushed the stripes and applied the clear coat. I am very pleased with the results of this collaborative finishing project – drop by a check it out next time I'm on the Commando.

While the engine was out of the frame I decided to give it a top-end refresh. It had a couple of leaks and smoked a bit – which at 28,000 miles is normal for a British twin. On dismantling the head, I found the valve seals had gone hard and one had pulled off – hence the smoking. The valves and guides measured out within specifications – so I had the valve seats re-cut and fitted new seals.

MKIII 850's have a reputation for soft camshafts, so I decided to check mine out which involves pulling the cylinders. Thankfully, the camshaft measured out within specification, so I left the bottom end alone. The cylinder bores measured out within specifications, so I decided to keep them at standard and re-ringing the pistons.

The ring lands on one of the pistons measured out of specification so I was faced with fitting new standard pistons. Ebay saved from a substantial outlay since I was able to find a single NOS standard piston and managed to snag it for \$30. I also picked up a set of Hepolite rings for \$25. I had the bores honed by Mongoose Machine & Engineering of Port Coquitlam. I had the cylinder block powder coated by Rainbow – Steve has a ripple finish that looks just like an original sand-casting.

The engine went back together uneventfully and with my neighbour's help, I stuck it back into the frame. Engine installation is one of the key indicators of how straight your frame is – the mounting holes should line up with those on the frame and if they don't you can force them to fit, but the frame is then under stress. Anticipating this potential problem, I built a jig to hold the engine mounts in position during the frame straightening process. (it's available if anyone needs it).

The MKIII electrical system is in a league of its own when compared to earlier versions. There's a lot more of it and its construction is superior. It comprises several sub-harnesses that are interconnected using multi-pin-socket connectors. However it was still 30 years old and the insulation doesn't last forever. After a thorough degreasing, I refitted it finding only one broken connector tab (my hamfistedness). I checked out each circuit as I installed the harnesses and amazingly, everything worked first time. You'll hear no whining about Joe Lucas from me!

The turn-signal switch knob disappeared during the crash, together with the actuator it's fastened to. I managed to fabricate a replacement actuator – which is the size of you're thumbnail (yes, I am bragging here).

Continued on page 15

I sourced a replacement knob from Sam Justice who I know from the INOA rally and the Brit Iron email list. I upgraded the headlight reflector to one that carries a modern halogen bulb – you can't get too much light.

The MKIII has the infamous “electrical assist” starter, so called because the rider needs to give it a kick in addition to pushing the starter button to get the fire burning. Jim Bush had already upgraded my starter motor with a 4 brush stator and a needle roller drive bearing. I completed the upgrades by installing heavy gauge starter cables and a high output sealed battery. This combination is so good that I've never actually kick-started it since the rebuild.

I replaced the seat cover – 2<sup>nd</sup> time on this bike, so I was primed on how to do it. I have a Classic Bike article somewhere if you want to do yours.

The last challenge was the primary cover which suffered major road rash. Worse, after I had completed most of the clean-up, I found a couple cracks. It should have been an easy welding job, but the casting was porous and saturated with oil that boiled during welding, preventing proper flow. I tried several techniques to get rid of the oil – none worked. I source a replacement from Motoparts in Edmonton and after clean-up, it looks great.

Having bored you with too much detail, I'll skip ahead to the first start-up. I had decided to assemble the bores dry in accordance with an internet article suggesting this is the best way to get a fast run-in. [www.mototuneusa.com/break\\_in\\_secrets.htm](http://www.mototuneusa.com/break_in_secrets.htm). The idea is that you have but a few miles to get the benefit of polishing the honing from the cylinder bores and establish a good ring-to-bore seal. This is best done at with the engine at high speed and under significant load – so that the rings are pressed very firmly against the bores. It was with some trepidation that I ran my dry cylinder rebuild progressively up to 5,000 rpm uphill – although it was very exhilarating. Following the article's suggestions, I ran the bike for about 10 miles and then changed the oil, at which point it is considered to be run-in. The results – it pulls like a train and doesn't smoke. I think it works – but if you're considering this approach do your own research!

After a full summer season with the rebuilt bike, I'm pretty happy with the results. It looks great – many thanks to Jim Bush. It runs great – better than I recall before the crash. It rides true – many thanks to Dave Sunquist. Any day now I'm going to staunch the tach drive oil leak and it'll be perfect.



CURRENT EXHIBITION

# END OF EMPIRE

**An objective look at the collapse of the British Motorcycle Industry**

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July 20 thru 24 - Echo Basin Ranch - Mancos, Colorado

You are invited to attend the 2009 INOA Rally to be held at Echo Basin Ranch in beautiful and scenic Mancos, Colorado. The rally will be hosted by Norton Colorado and begin on Monday July 20 and run through the week and end Friday July 24, 2009.

This year's event will take place in the heart of the Rocky Mountains, a motorcycle paradise. Expect to see Durango, Mesa Verde, Silverton, Telluride, ride the Million Dollar Highway, and much more. Treat your Norton to some of the best roads and scenery anywhere while making friends with some of the best people on the planet.

**For More Information:**

Gary Bolduc - email: 3Nortons@gmail.com - (303) 877-9374  
 Norton Colorado - <http://www.nortoncolorado.org>  
 Echo Basin Camp Ground - <http://www.echobasin.com>



**BILL AND DUG'S BIG RIDE**

(To the INOA Colorado Rally)

Our Master Sargeant Bill, his faithful sidekick Big Dug and a few of the usual suspects are taking the long way around (or is that down?) to the 2009 INOA Rally. See the April issue of GV for all the details or contact Bill directly at 604 921- 6200 or by email at [bill\\_sarjeant@telus.net](mailto:bill_sarjeant@telus.net)

**HAVE YOU BEEN RECEIVING STRANGE EMAILS WITH THE SUBJECT: BMOC BULLETIN?**

If not you are missing out on up to date info on club events, rides, bikes for sale etc.

Contact Patrick at [patrick.jaune@amec.com](mailto:patrick.jaune@amec.com) to get on the BMOC email list!

**2009 Membership fees (\$25) are past due!**

Pay at the next meeting or print a check!! here are the website  
[www.bmoc.ca](http://www.bmoc.ca) and mail it along with your cheque for  
 \$25 made payable to BMOC to:  
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**FOR SALE**

**2004 Triumph Bonneville America**

Aegean Blue, only 5320 miles from new. \$2000 of extras fitted, including touring screen, backrest, rev counter, Sidewinder mufflers, engine protector crash bars, tote bag, leather panniers, pillion buddy seat, bar ends, Kuryakin pegs and stirrup rests, etc New Battery and rear tire

Illness forces cancellation of planned trip across America on America's.

Asking \$5750 or may consider trade up or down for classic Brit bike.

Gary 250 756 8998 e mail [gaill@shaw.ca](mailto:gaill@shaw.ca)





# UPCOMING EVENTS

## June 11 (Thursday)

BMOC Meeting, Rugby Clubhouse, Ride following

## June 14 (Sunday)

Italian Day, Waterfront Park, North Vancouver

Ride your Brit! Show them who won the war and why!

## June 15 (Monday)

18th Annual Ride To Work Day

www.ridetowork.org

## June 20 (Saturday)

BMOC Duffy Lake Ride

(See advert in this issue)

## June 21 (Sunday)

Annual Fathers Day Picnic,

Beacon Hill Park, Victoria

Old Bicycle Swap Meet

Cambrian Hall, 215 E 7th Ave (off Main) Vancouver 9:30 to 3:00

## June 25 (Thursday)

BMOC About Town event

(Details at June meeting and via BMOC Bulletin email)

## June 27th & 28th (Saturday Sunday)

BMOC Saltspring Campout (aka Isle of Lamb TT)

(See advert in this issue)

## July 6 (Sunday)

Sunday Ride—Details TBA

Leave from Big 6 Restaurant, after breakfast 9:30AM

## July 9 (Thursday)

BMOC Meeting, Rugby Clubhouse, Ride following

## July 23 (Thursday)

BMOC About Town event

(Details at June meeting and via BMOC Bulletin email)

## July 20th to 26th (Monday to Friday)

Rocky Mountain Rendezvous - International Norton Owners Rally, Mancos, Colorado

Contact Bill Sarjeant 604 921-6200 email bill\_sarjeant@telus.net

## July 27 (Sunday)

Sunday Ride—Details TBA

Leave from Big 6 Restaurant, after breakfast 9:30AM

## August Events - Watch for details

- 2 (Sunday) Day Ride to Winthrop Washington
  - 9 (Sunday) Day Ride to Princeton
  - 13 (Thursday) BMOC Meeting, Rugby Clubhouse, Ride following
  - 15-16 (Saturday/Sunday) Jag/MG Heritage Weekend (see advert for details)
  - 16 (Sunday) BCCOM Gastown Show & Shine
- REMEMBER : Rides are planned following the next few meetings. Ride your Brit!



**BMOC Saltspring Camp Out**

**Saturday & Sunday**  
**June 27 & 28, 2009**

**Come early - Stay late**

Clements Country Gentlemen's Estate  
Booth Canal Road, Saltspring Island  
(Approx 1 mile north of Ganges on the Ganges-Vesuvius Road then left on Booth Canal Road )

Saturday dinner featuring Geoff's barbecued beef roast and deep-fried turkey cost about \$25 per person  
Free camping plus coffee or tea will be served in your tent on Sunday morning (yeah sure)

Event T shirts will be available \$20

**TEL (604) 738-9505**

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## UPCOMING EVENTS



# BMOC DUFFY LAKE RIDE

Saturday, June 20, 2009

- 0800: Breakfast at Trolls, Horseshoe Bay  
0900: Depart for Whistler - 9 am sharp!  
Short break at Function Junction, Whistler  
Gas up at Petro-Canada, Pemberton  
Duffy Lake Road to Lillooet  
Lunch at Lillooet Café  
1430 Depart for return with stops at  
Pemberton, Whistler, Squamish, ending  
with a cold one at the Troller Pub,  
Horseshoe Bay

This is a club sanctioned ride but you are encouraged to bring your friends as long as they will adhere to the safety measures of staggered riders and no passing!

### Further information

Bill Sarjeant 604 921-6200  
bill\_sarjeant@telus.net

BMOC congratulates the Jaguar & MG Club on their 40th anniversary!  
BMOC members have invited to join the 2009 Heritage Weekend celebration

## 2009 HERITAGE WEEKEND FRIDAY TO SUNDAY AUGUST 14,15,16



### Friday, Aug. 14th

From 4:00PM on check in to the Delta Town & Country Inn.

This INN is providing a special "HERITAGE" rate of \$99.00 (or \$112.00 with all taxes) for rooms with 2 doubles or a king bed. You must quote the "Jag-MG Club" rate when you book. Call them NOW toll free at **1-800-777-1266, or locally at 604.946.4404**

Dinner on your own. Socialise in a nearby Pub (TBA) after dinner

### Saturday, Aug. 15th

10:00AM to 3:00PM British Car & Motorcycle show at the Deas Island Region Park. Bring your own picnic lunch to the show site. **There will be fun & games!**

3:00PM to 7:00PM Drives in the local area.

7:00PM to 10:00PM Heritage Barbeque at the Delta Town and Country Inn

### Sunday, Aug. 16th

10:00AM Drive from the Hotel to Abbotsford Airport for a photo op at the Abbotsford Flying Club

1:00PM (approx) Lunch at the Duke of Dublin Irish Pub in Abbotsford

**Go to [jaguarmg.com](http://jaguarmg.com) for further details, maps and other links**

**Or call BMOC member Peter Tilbury 604 535-0648**

# TSAWASSWEN PHOTOS

## Bevin Jones



As usual the real show is in the parking lot!



Grant Surbee's Purple metal flake Commando



Derek Steele's Norton won the BMOC Trophy



Alan Comfort's 1938 Velocette added some class to the lot



Todd presents the BMOC trophy to Derek Steel



2 P's in a pod. Patrick & Paddy at the BMOC table



Jim Bush got Best Italian just beating a trick Vespa



Way cool, hard core, old school, Triumph chopper



Vincent For Sale—bring lots of \$\$\$

# JUST ANOTHER SWAP MEET and SHOW n SHINE

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*Bevin Jones*

I joined Robert Smith to attend the Classic Motorcycle Show in Stafford, England in April. I took a number of photos and have a slide presentation to show at a future rainy club night. Here are a few photos to whet your appetite

