

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

March 2020



Above: New Year Day ride 2020 (Peter Dent). Below BMOC booth at the Vancouver MC Show



IN THIS ISSUE:

President's message Geoff May
Updated calendar of events, Notes
Part 2 of 3 Going South by Robert Smith
Showtime by Wayne Dowler
3 book reviews by Jonathan Hill including
Vincent, Suzuki and Knife and Fork Man

Photos of events
Letters to Editor
Many thanks to our Advertisers
Next Issue mid May to include
Update on club events
Book Reviews of BMW Motorcycles



WALRIDGE MOTORS LIMITED



Widest Range of British Motorcycle Parts

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



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

Check out our website for new products and specials.

33988 Denfield Rd., RR2 Lucan, Ontario, N0M 2J0 Canada
 Email: sales@walridge.com Phone: (519) 227-4923



WWW.WALRIDGE.COM



Shail Sharma Owner
 tel: 604.513.1376
 tel: 877.200.1881
 fax: 604.513.1378

#3 - 19862 96 Avenue
 Langley, BC V1M 3C1
 shailsmotorcycles@hotmail.com



BMW • ROYAL ENFIELD • URAL



We are always looking for articles and if you have a bike and a story, write it and send it to the Editor at: gveditor2019@gmail.com.



Battery Wholesale, Retail & Recycling
www.edmondsbatteries.net

Abbotsford	33177 South Fraser Way	P: 604-852-8774
Burnaby	7152 Curragh Ave	P: 604-525-8144
Langley	20131 Industrial Ave	P: 604-534-7995
Surrey	6468 King George Blvd	P: 604-596-8774

We will also try member to member adverts which will have to be a very brief description of the item together with a single contact number or email. As this newsletter is a public document your contact information should be considered to be NOT private so caution is advised.

BMOC ADMINISTRATION FOR 2019-2020

BMOC EXECUTIVE

Past President, Nigel Spaxman, nigelspaxman@gmail.com

President, Geoff May, geoffmay@telus.net

Vice President, Patrick Jaune, patrick.jaune@shaw.ca

Secretary, Robert Smith, t695sprint@icloud.com

Treasurer, Peter Vanderkooy, bmoc.treasurer@gmail.com

Review Committee: Daryl Brown, Todd Copan and Jim Bush.



Above 2020 Directors: Nigel, Darryl, Geoff, Peter, Todd, Patrick, Robert, missing Jim

MEETINGS

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

Informal breakfast meetings are held every Sunday at 8:00 AM at Jim's Café located at 6th Street and 5th Avenue in New Westminster. Informal rides depart following breakfast, weather permitting.

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.

Articles, reports, photographs and ads may be Emailed to: dgfenning@gmail.com

Visit the BMOC website, BMOC.ca for a full colour version of the 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 and supports

AIM & BCCOM



BRITISH COLUMBIA COALITION
BCCOM
OF MOTORCYCLISTS

President's Message

We have started the year off well, with the first event being our Christmas party which was a success once again, special thanks to Penny Freestone, as to well as all those who cooked and contributed.

The first event for 2020 was the 2020 Vancouver Motorcycle Show which was a great success. Special thanks to Patrick Jaune and Nigel Spaxman, and all those who entered motorcycles and members who volunteered. The BMOC had many visitors that were not only interested in our old Motorcycles but also enthusiasm for the newer Triumph and Royal Enfield. One of the club drives for this new executive is to promote membership as well as trying to attract younger members to join us. Hopefully the possibility of them being enthused enough that they will start to get involved in our events as well as trying to help with the events. Hey maybe even bring in new ideas for the future. I feel that the future of the BMOC lies with younger gender and older members who are not only interested in the vintage and collector bikes but also more modern motorcycles as. Our Slogan is We want members who are interested in British Motorcycles and Motorcycling even if they do not own one. Personally my stable is British, Japanese, Italian, and German dating from 1950 to 1993.

We have a full calendar for 2020 and it looks like a full Calendar for 2021 with the International Norton Owners Rally being held in Lumby again with the support of the local community as well as the Lumby Lions Club, there will be more to follow after July when the organizers get into full swing.

With the riding season fast approaching we have some early events. The first is the Ride and Tune will be held at my house in Cloverdale. This is a great get together for anyone that needs a Tune Up or even some repair work to get your bike ready for the riding season. If you don't need a tune up then come along for some interesting chatter and a cup of homemade Chili and bun.

Fkhu#Jhri#

NOTES

See www.BMOC.ca for updated calendar events and event dates. Current dates and events for the next three months are listed below.

Membership dues are due on or before April 1, 2020 for the 2020/21 membership year. Contact Peter Vanderkooy at BMOC.treasurer@gmail.com. Payments can be made by cheque, interac or cash in person at general meetings. Other key club dates are: Election of officers the second Thursday of September at the AGM. Calendar year end is Dec 31 and there is usually a Christmas Party in the first two weeks of December.

Norton is experiencing difficulties see article: https://www.theguardian.com/business/2020/jan/30/taken-for-a-ride-how-norton-motorcycles-collapsed-amid-acrimony-and-scandal?CMP=Share_iOSApp_Other

Classic and Vintage Motorcycle
SWAP MEET
and Show N Shine



Sunday April 26TH 2020

AGRIFAIR ARENA

32470 HAIDA DR ABBOTSFORD BC V2T 5A6

DOORS AT 10:00

INFO LINE 604 299 0020

www.CLASSICBIKESWAPMEET.com



2020 UPCOMING BMOC ACTIVITIES

MARCH	12	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	22	Victoria Motorcycle Swap meet. Luxton Hall	
APRIL	9	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	19	BMOC RIDE-N-TUNE - Meet at Big 6; kickstands 9am	Venue: GEOFF MAY'S
	25	Northwest Motorcycle Classic: Vintage Motorcycle Expo, Vintage Display, Auction, Swap Meet, Vendors, Lynden Fairground - 10am - 3pm	www.washingtonvintagemotorcyclists.org
	26	Classic Bike Swap Meet & Show n' Shine - is back on at a new location - AGRIFAIR ABBOTSFORD	http://www.classicbikeswapmeet.com/
	26	LAMB'S St Georges Motoring Show - Ft Langley	http://www.lambscarclub.com/contact.html
MAY	3 or 26	SHAKE DOWN RIDE - Meet at Big 6; kickstands 9am	Contact: Bernd Behr
	14	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	16	Vancouver ALL BRITISH FIELD MEET - ABFM @ VanDusen Gardens	Entry Forms Here: www.westerndriver.com/?page_id=12335
JUNE	7	BMOC SINGLE CYLINDER RIDE	Geoff May
	11	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	14	BMOC DUFFEY LAKE RIDE	
	21	Beacon Hill Park Fathers Day Picnic and Show & Shine	Beacon Hill, Victoria
	26-28	BMOC SALT SPRING CAMPOUT AND BBQ	

MEMBERSHIP DUES—\$25.00/Year (April 1st to March 31st). USA \$30.00, INT. \$40.00 If your bank/credit union has Interac, just send your payment to bmoc.treasurer@gmail.com. Create a question and answer, send answer to bmoc.treasurer@gmail.com note that exact lettering is important (capitals etc). Make cheques payable to BMOC and mail cheque to BMOC Treasurer, 26-920 Citadel Drive, Port Coquitlam, BC, V3C 5X8. Foreign cheques add \$5.

Vancouver to Palm Springs, part two.

Going South: Klamath Falls, Oregon to Mariposa, California

My next destination is Quincy, California, where I'll join the Golden Chain Highway, (Number 49 of Clementine and "miner, forty-niner" fame). It's payback time for me: fifteen or so years ago I was due to ride the Golden Chain for a story in RoadRUNNER magazine. But that year, brush fires closed the road to traffic. I swore then I'd be back to complete it. And though I'd covered sections of the Highway since, I had still to cover the entire route.



My course to Quincy takes me east toward Alturas, then south through the Modoc National Forest—though forest may be an overstatement: highway 139 is lined with a scattering of brown pines, nothing like the dense green groves in BC. Though California has more people than the whole of Canada, the northeast part of the State seems almost empty: cars are few and far between, signs of civilization are sparse, and the highway is a tediously monotonous strip of patched tarmac. Finally, the final descent into Susanville throws in some challenging curves, though the surface is spoiled by slippery tar snakes. Road repairers take no thought for motorcycles slithering across the road on slimy tar on a hot day!

South from Susanville I join 89 toward Quincy. I've left the high plateau behind and joined the roller-coaster roads of the Sierra Nevada (from the Spanish for "snow covered mountains," which they are most of the rest of the year). From Susanville to Quincy, 89 swoops along twisting canyons and winds through dense stands of Fir. I could spend a month zig-zagging across the Sierra on the helter-skelter roads that swing east-west over the passes—but I have to make time.

I've stayed at the Lariat Lodge twice before: for the 2016 International Norton Owners "Feather River" rally; and on a ride with Jim Bush and Steve Gurry in 2012, I think it was. We bumped into a bunch of old-bike guys participating in the Moto Meleé, an annual weekend ride out of San Francisco for pre-1971 machines.

This visit, though, I have the only vehicle in the parking lot when I turn in for the night. Bill and Deb Montgomery run a clean, comfortable motel, but it's frankly past its best—though the clear mountain air and forest quiet make for a sound night.

The Golden Chain highway connects the high Sierra with the desert canyons of Southern California, rambling along the western foothills to its base near Fresno. From Quincy, I roll southeast on 89 toward Calpine and the northern terminus of the Golden Chain: but the road is closed near Clio. I'm directed on to the Gold Lake Highway, and a serendipitous bonus.



Like many county roads

in Northern California, the GLH is fully paved (over a questionable base) and I have the highway to myself as it skirts the indigo Lake. The jagged peaks of McRea Ridge tower over the forest in the distance. The sinuous highway weaves along a broad valley as pine groves crowd the road, before spitting me out onto 49 just north of Sierra City. The views across the crags of Sierra Buttes are magnificent.

From here, 49 ricochets down the western slopes of the Sierras in a seemingly endless succession of twists as it sweeps down alongside the Yuba River on fresh, perfect tarmac. I've planned breakfast in charming, quaint Downieville where 49 crosses the river over a single lane bridge; but the only restaurant is closed. More curves follow as 49 careens down the river gorge emerging onto golden, swaying grasslands. I've dropped around 4,000ft, and the morning chill is gone, replaced by the warm glow of the sun-baked plains.

At Grass Valley, 49 fires me onto a four-lane freeway toward suburban Auburn: I'm surprised to see no evidence of the devastating 2018 bush fires. State capitol Sacramento seems to be an irresistible force in this area: all roads seem to lead there. I have to stop twice to study the map before finding my way out of Auburn on 49. What follows is an astonishing 1,000ft climb out of the American River gorge along a series of tight switchbacks on a narrow winding two-lane road—and of course, I'm stuck behind an overloaded, smoke, belching asthmatic diesel flatbed in crawler gear...

South from Pilot Hill, 49 roams along the Sierra foothills through open grassland. There's increasingly heavy traffic as the highway skirts the seedy suburbs of Stockton—my candidate for asshole of the Americas—with its stinking cattle feedlots, freeway clamour and industrial grime. I'm heading for Mariposa and the River Rock Inn., but first I have to negotiate one of the more challenging sections of 49.

South from Coulterville, the vegetation becomes sparser, the highway narrows, the terrain becomes steeper and rockier, the curves tighten and the drop-offs are more precipitous—and it's hot. The Sprint feels heavy, vague and unpredictable as I lean it into the turns, especially left-handers. At first, I suspect a flat or a steering head bearing, but a quick inspection shows no problems. Am I being spooked by the tight turns and the abrupt drop over the side? After completely fluffing a left turn and ending up on the wrong side of the road, I realize my concentration is going, and I stop to re-group. Getting off the bike, I feel slightly unsteady. Is my balance going? Dehydration?

I open the top box and see...two half empty litre bottles of water, and a light goes on. I have a litre of water sloshing about in the top box, which is well above the CofG, and behind the back wheel. I restow the water bottles in my side bags. The Sprint's handling seems a little steadier after that!



Mariposa makes the most of its mining heritage and proximity to Yosemite National Park. The boardwalk-lined main street features old-time saloons, outdoor equipment stores and heritage hotels. The River Rock Inn is on a side street and is instantly appealing. There's no lobby—just a chalkboard on the outside wall with guest names and room allocations. Keys are already inside the units, and the rooms open on to the street. I find a Subway sandwich and a liquor store for some wine, then sleeping fitfully, I dream of riding over cliffs into oblivion...



The Showtime column is written by Wayne Dowler to provide timely updates on recent shows, member involvement and exceptional handwork and we trust that you will find this useful and perhaps encourage you to attend and participate in these events.

Showtime March 2020

Information on Car and Motorcycle events for BMOC members

All British Field Meet

Dubbed "The Greatest Show on British Wheels", The Vancouver show celebrates its 35th milestone on [Saturday, May 16, 2020](#) (Victoria Day long weekend). This spectacular gathering of classic cars and motorcycles is held once a year on the spacious lawns of VanDusen gardens in Vancouver. Get out your best Brit bike and join your buddies and other club members at this prestigious event.

Entry forms are available now at https://www.westerndriver.com/?page_id=10937

The 2020 Classic & Vintage Swap Meet and Show & Shine

BMOC Member Todd Copan is back with his great show at a brand new location.

Abbotsford's Exhibition Park, AGRIfair Arena,

2470 Haida Dr, Abbotsford, BC

Sunday April 26, 2020 from 10am to 4pm

The 2020 Classic & Vintage Motorcycle Swap Meet and Show 'N Shine is the biggest event of its kind in Western Canada and the Pacific Northwest.

Filling the AGRIfair Arena building with European, American and Japanese vintage motorcycle parts, the annual Classic and Vintage Swap Meet has become a calendar fixture for motorcycle enthusiasts from all over North America and beyond, with over 150 Vendor Booths featuring American, British, European, and Japanese parts and bikes.

The Show and Shine features awards for several different marques and for Best in Show.

Everyone Welcome. Refreshments for the whole family. This is an event you will defiantly not want to miss.

For more information or to book a table go to: <http://www.classicbikeswapmeet.com/>

The Vancouver International Motorcycle Show 2020

A special shout out to all the members who helped to put this show together. And to all the members who displayed their bikes. As interesting and envy inducing display of machines as one is likely to find. The booth organization and attention to detail was equally impressive. The BMOC name tags for the members working the booth were a special touch. The used magazine rack was a great draw.

BOOK REVIEW**“Suzuki motorcycles”**

The Classic Two-stroke Era 1955 to 1978

Author: Brian Long

Published by Veloce Publishing Ltd., Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester, Dorset DT1 3AR Tel.: 01305 260068

E-mail: sales@veloce.co.uk Fax: 01305 250479

Hardback, 255 x 255mm (landscape); 176 pages with 593 colour and black & white photographs and illustrations.

ISBN 978-1-787112-12-4/UPC 6-36847-01212-0

£35 (UK); \$60 (USA)



Researched and written in Japan by English author Brian Long, with the full co-operation of the factory, here in definitive detail is the story of the two-stroke Suzuki motorcycles – a series of models that put the company on the map, helping it to survive a difficult era that saw hundreds of Japanese motorcycle manufacturers reduced to just four.

Michio Suzuki was born in 1887, near Hamamatsu, an area associated with weaving and the manufacture of cloth. Later, like Coventry in England, many companies moved into cycle and motorcycle production. Trained as an engineer, Michio designed a vastly improved weaving loom for his mother that was so successful it led to the foundation of the Suzuki Loom Works in 1909 – an industry that ran parallel with Suzuki’s later motorcycle production.

Post WW2 Suzuki needed to diversify, as transport was desperately needed to get the country mobile again. Suzuki’s first machine was launched in 1952, a 32cc powered bicycle called the Power Free, followed shortly by the 58cc Diamond Free model which was hugely successful. Suzuki’s first proper motorcycle was introduced in 1953, the Colleda CO, a very stylish model with a 125cc side-valve engine. Sales were disappointing, however and Suzuki adopted two-stroke engines that were cheaper to make and gave a better performance, resulting in the 125cc ST that bore more than a passing resemblance to the DKW RT125. 1956 brought the announcement of the exciting Colleda 250TT, an impressive two-stroke twin based on the German Adler MB25, with Earles-type front forks. 1959 saw the introduction of the 125cc Colleda Seltwin, equipped with mirrors and direction indicators, it became the world’s first two-stroke twin with a self-starter. Hydraulically-operated drum brakes were also tried, unsuccessfully.

After being completely outclassed in the 1961 grands prix world championship season, Suzuki’s prospects change completely after they assisted development engineer and Grand Prix star Ernst Degner to defect from the MZ team and East Germany, taking with him a great deal of knowledge and information on two-stroke technology. Many world titles were later gained for Suzuki in road racing by Hugh Anderson and Barry Sheene and in moto-cross by Joel Robert and Roger De Coster.

With impending stronger emission laws, 1978 saw the end of Suzuki’s two-stroke era with such memorable machines as the six-speed Super 6 and the air-cooled three-cylinder GT380 and water-cooled GT750.

Book reviewed by Jonathan Hill

BOOK REVIEW**“Vincent Motorcycles”**

The untold story since 1946

Author: Philippe Guyony Preface: Fritz W. Egli Edited by Tim Parker

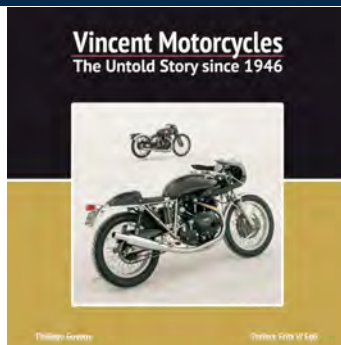
Published by Veloce Publishing Ltd., Veloce House, Parkway Farm Business Park, Middle Farm Way, Poundbury, Dorchester, Dorset DT1 3AR

Tel.: 01305 260068 E-mail: sales@veloce.co.uk Fax: 01305 250479

Hardback, 248 x 248mm; 400 pages with 875 colour and black & white photographs and illustrations.

ISBN 978-1-845849-02-3/UPC 6-36847-04902-7

£100 (UK); \$180 (USA)



Introduced in May 1946, the new Series B Rapide (1946-1949) was completely redesigned and clearly distinct from the Series A, although its DNA is indisputable, its development began during spring 1944, at a time when designer Phil Irving rejoined the company.

With falling sales, 1954 saw the arrival of the Series D machines – the fabulous fully-enclosed Black Prince and Black Knight models. With their re-designed rear suspension giving better rider comfort, they were visionary Phil Vincent’s idea of a high-speed grand touring machine – unfortunately, the buying public did not appreciate such sophistication, forcing the company to close in 1955.

Despite being in production for only nine years, post-WWII Vincents continue to be ridden hard in racing, many with modified suspension or Norton frames (Norvin) to keep them competitive – as well as sprinting and long-distance rallies.

Swiss engineer and lifelong Vincent enthusiast Fritz Egli had modified and improved his own machines whilst competing in hill climbs and road races culminating in his design and manufacture in 1967, of a very strong and lightweight spine-framed machine with Ceriani forks and suspension. So good was his racing version that he became multi-Swiss Hill climb champion. Egli’s machine inspired numerous copies for several generations and this book traces, holistically, the story of all these motorcycles in the broad context of the classic and modern history of the Vincent.

Midlands engineer Roger Slater became the official British manufacturer of Egli frames, using British cycle parts and reconditioned engines. John Mossey continued when Slater closed, producing his JMR Egli replicas. In 2000 Fritz Egli authorised the late Frenchman, Patrick Godet, to be the sole user of his brand name, manufacturing complete machines, with engine of up to 1330cc capacity with five-speed gearboxes and electric starters, housed in a genuine Egli frame.

This excellent high-quality book includes 875 colour and black and white photographs, many of them contemporary taken by Geoff Preece. Featuring the full range of Vincent models including the Black Lightning and Grey Flash production racers; the Egli-Vincent by Egli, Slater and Godet and replicas by Cheney, Mossy, CTG, Macintosh and Smith; the Capon-Vincent; the Parkin Vincent and Somerton Viscount. Record breakers and sprinters such as Nero, Super Nero, the American Barn Job, Mighty Mouse, Super Mouse and many more.

Book reviewed by Jonathan Hill

BOOK REVIEW**“The Knife and Fork Man”**

The life and work of Charles Benjamin Redrup

Innovative engineer and engine designer

New enlarged second edition

Author: William Fairney

Publisher: Diesel Publishing, 2 The Tithe Barn, Hawksbury Upton, Badminton, South Glos. GL9 1AY E-mail: diesel-publishing@gmail.com www.fairdeisel.co.uk Tel.: 01454 238553

Hardback, 160 x 240mm (portrait); 360 pages with over 200 black and white photographs and illustrations, plus 33 colour plates and now includes an index.

ISBN 978-0-9554455-2-1

£18.95 plus £2.80 p&p (U.K.)



Charles Benjamin Redrup, the engineer and inventor, was born in Newport, South Wales to wealthy parents, in 1878. The eldest of 10 children, he was privately educated where he showed a great aptitude for science and engineering. Apprenticed for five years to the Great Western Railway as a Premium Engineering Apprentice where he learnt all aspects of design, drawing, metallurgy, machining, pattern-making, casting and production methods.

Raised in Barry, he designed and manufactured the twin-cylinder rotary-engined Barry motor cycle in 1904 and went on to design a prodigious range of engines for WW1 aircraft, motor cycles, cars, boats and buses. He carried out most of his development work in his simply-equipped home workshop, and often said that he made most of his engines with little more than “a knife and fork.”

He was the inventor of the unique wobble-plate axial engine which powered a motor launch and a Crosley motorcar in the 1920s. A variant of the engine flew in a Simmons Spartan aircraft in 1929. Several variants of his axial engines powered vehicles of the Bristol Tramways and Carriage Company in the 1930s.

During the Second World War he worked with Alliott Verdon Roe and Barnes Wallace on top-secret armaments projects, including the bouncing bomb, for the Avro Lancaster bomber and other aircraft.

After the war he designed more motor cycle engines and in 1948 was encouraged and assisted by his son John – also a gifted engineer – to design and build a motorcycle based on the very successful Y-format three-cylinder Redrup radial engine of the 1920s, but with overhead valves and a carburettor of their own design and shaft final drive. This 250cc engine was mounted horizontally in a Royal Enfield frame with one cylinder facing forward and the other two at 120°. Sammy Miller has now restored this fascinating machine which is on display at his museum in Hampshire.

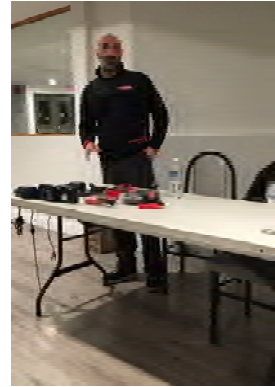
Prof. Fairney is to be congratulated on the vast amount of research required for this new, second edition. This book is a very good read, not only for its technical information but for its social history and fascinating accounts of Charles Benjamin Redrup’s amazing career. However, the book does suffer from poor reproduction quality of some of the photographs and inferior typesetting.

Book reviewed by Jonathan Hill

BMOC booth at VMS was well attended, booth pictured on page 1.

Robert Smith attended the Las Vegas Auctions and reports that the high prices in recent years weren't repeated with Nortons down overall, Triumphs steady and BSAs up slightly.

2021 INOA rally is a BMOC organized event sponsored by International Norton Owners Association. Dates 12-16 July 2021 in Lumby BC. The 2020 INOA rally will be held this year in New York State. See the calendar of events on page 5 for near term events and visit www.bmoc.ca for a full calendar of events updated regularly should changes be required.



Nico Rakunica presented insight into motorcycle charging systems at the February meeting.

Two of the bikes displayed at the VMS were Jim Bush's Norton International OHC 500cc single and the special Trident Triple T-160 engine with Rob North (replica) frame built by John Martin.



Our advertisers support our club and the publication of our newsletter “Good Vibrations”. Please support our advertisers as they are known to have what we need when we need it!

Letter to the Editor

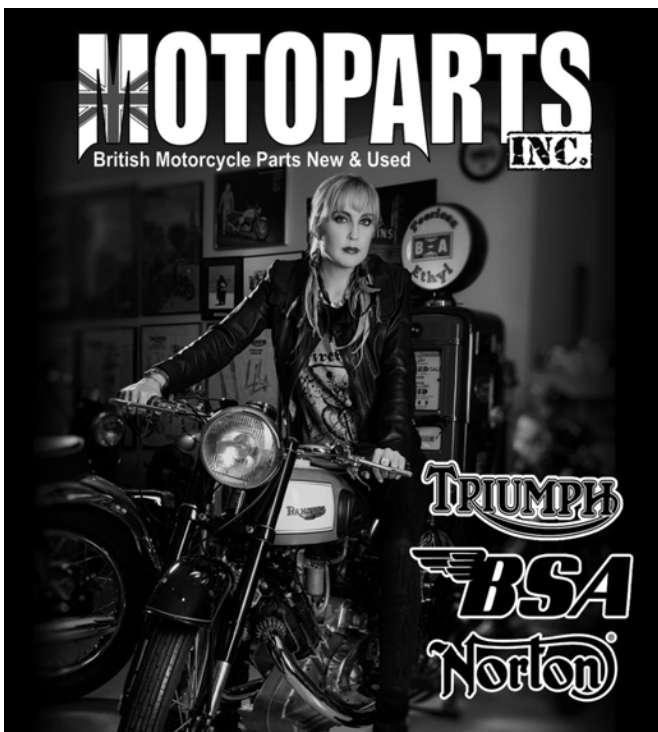
Hello George,
Belated happy New Year to you and all the members.

Not sure if this will be of interest to readers of GV but it does make you think.

I came across this memorial at the London Road Cemetery, Coventry. England. There were names on all four sides of the memorial, so well over sixty died in the trenches of Europe.

The memorial was paid for by Siegfried Bettmann, the founder of Triumph Motorcycles. Not seen in the pictures were the many poppies recently laid around the plinth. Erected in loving memory of our comrades who gave their lives for liberty in the Great War of 1914 - 1918 by the staff and employees of Triumph and Gloria Companies.

Lino Scalse



WWW.MOTOPARTSINC.COM
EBAY STORE: STORES.EBAY.CA/MOTOPARTS-INC

MOTOPARTS@MOTOPARTSINC.COM
204 WINDERMERE DRIVE
EDMONTON, AB T6W0S4
780.988.8198





**British Motorcycle Parts
Service and Restoration**



Telephone: 604-316-4004
 email: info@unionjackcycle.com

WWW.UNIONJACKCYCLE.COM

49643 Chilliwack Central Rd., Chilliwack, BC • V2P6H3

Restorations by Anthony Nicholson and Associates



Daryl Brown & Associates

Barristers and Solicitors

102 - 4664 Lougheed Hwy

Burnaby, BC V5C 5T5

C: 604.612.6848

Toll Free: 1-844-BIKE-LAW

Injured in a motorcycle accident?

We can help. As a motorcycle accident lawyer, Daryl's main objective is to serve the motorcycle community where he has been involved for 36 years. He and his team of lawyers can help with your motorcycle accident injury claim occurring in British Columbia, Alberta or Washington State.

Personal Injury Lawyers



www.MotorcycleLawyer.ca



Photo by Jim Bush taken at the Pukekohe Classic Motorcycle Festival in NZ, Feb 5, 2020

Note: Membership dues are due March 31, 2020. Contact treasurer Peter Vanderkooy at BMOC.treasurer@gmail.com