

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

March 2021



Norton International

This cover photo of Steve Snoen on the International says it all...the smile and body position is the outward sign, but also what is going on in the inside are decades of fantasy dreams working away. The Inter or a Manx always seems to elicit a deep emotional reaction from enthusiasts. It is a bike of legends.

Story by owner Jim Bush continues on page 5 with more pictures and technical drawings.



Membership dues are due April 1, 2021 for ALL Club members!!!! See page 2 & 3

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c/o BMOC, 3317 Abbey Lane, Coquitlam, B.C. Canada. V3E 3G5

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BMOC ADMINISTRATION FOR 2020-2021

BMOC EXECUTIVE

Past President, Nigel Spaxman, nigelspaxman@gmail.com

President, Geoff May, geoffmay@telus.net

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Secretary, Robert Smith, t695sprint@icloud.com

Treasurer, Ian Bardsley, bmoc.treasurer@gmail.com

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

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. Both are subject to COVID-19 regulations and currently postponed.

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: gveditor2019@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
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!!!!Membership dues are due April 1, 2021!!!!

See page 2 for membership application/update form. See below for further info.

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, 3317 Abbey Lane, Coquitlam, BC, V3E 3G5. Foreign cheques add \$5.

President's Message

Hello BMOC members, things truck on as normal, it's been now a year since the lockdown and things are not looking much better for many of us. The BC health are all over the map on who get what and when, on the vaccine front, so we will wait and see.

The executive has taken the initiative of getting 300 embroidered key fobs made in Calgary. We have 161 members and each new or renewing member will be given one for free, if you want a second, we have them available at a minimum charge of six dollars plus mailing. The free ones will be included with your "Good Vibrations" as you renew or join.

We are continuing with our monthly Zoom meetings and would really like to see more members attending. The zoom meetings we've had have been good, it's difficult trying to show videos and we have found a chat session seems to work great. If any of you want to see something that you consider interesting please contact me by phone or e mail, and I will see what we can do.

The update on the 2021 INOA Nortorious Rally in Lumby may not be totally cancelled. As of right now everything is proceeding as best as we can, but things will defiantly be decided now in May. If the BC health relax the amount of people allowed to gather the rally will probably be limited to Canadian's only, of course this depends on the borders and also the allowable size of gatherings.

A squeaky wheel, we are still looking for articles for our newsletter. Thank you to some of you who have taken some time to share your thoughts and experiences in this issue.

We need more articles from members, this is your club not mine or George's (*? Editor*) so please get involved, write something down no matter how short, every article is welcome.

Please everyone stay safe.

Cheers, Geoff

Norton International

continued from cover

by Jim Bush

After what seemed like almost a lifetime of waiting, in October 2019 I purchased at the Barber Museum Auction a lovely 1951 Norton International, 500cc Model 30. The 500 Cammy Norton has always been on the list since my earliest days of British Motorcycling. I had bought one of my first British bikes from a renowned Beach Racer chap north of Auckland in 1974. His workshop was the spitting image of Burt Munroe's "temple of torque" – the walls adorned with wooden piston molds, or blown up pieces of pistons, rods etc. hanging from the ceiling, and his Manx just sitting there, readied for it's next battle on Murawai Beach. It seems Burt had many "cousin's in NZ, all turning their skills to extracting more power and speed from their old iron.



On recent visits to NZ, I have managed to attend many of the Vintage Racing events at Pukekohe Raceway, where there is a complete class of Manx Norton's. Positioning myself down at the pit rail at the start of the race, the roar of a dozen or so Manx engines leaving the start resonates deep down in your gut, making the hair stand on the back of your neck and then comes the lingering smell of Castrol R in the air to titillate the senses. A moment later the whole line of bikes fling past on full throttle like a squadron of jet fighters, with the crisp sharp deep exhaust ripping the air. Total sensory overload.

A Manx racer has always been out of range of the everyday biker like me, and unfortunately many bikes had suffered through decades of racing, only to end up as a pile of worn out broken parts. There never seemed to be a clear opportunity to get into something useable. That's where the International comes in – it is the "Boy Racer" version, that was made available for general street use, coming equipped with lights and a kick start. The Inter could be ordered with any of the go fast specialty parts from a Manx racer, direct from the factory, so it is impossible to determine a standard bike. The idea was that a privateer could ride to a race event, pull off the lights, participate in the racing, then if all's well, make the trip back home. The Inter became the Rocker's icon, especially the later one with the featherbed frame.

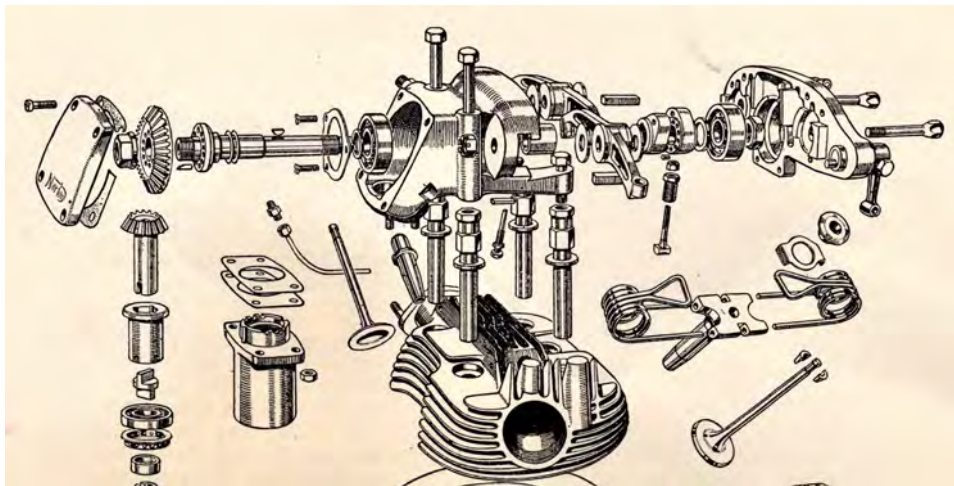
The following information was penned by the late Dr. George Cohen, globally recognized as the ultimate authority on Norton singles.

The Norton International is officially classed as the Model 30 (500cc) and Model 40 (350cc), and I have always remembered the fantastic noise they made and the charismatic smell of Castrol R30

In recent times, the later Featherbed twin cam variety (the immortalized DOHC Manx) has attracted more glamour (and not without good reason), and in the last 15 years has enjoyed a resurgence of serious racing use, thanks mainly to the engineering

prowwess of companies such as Summerfield, Molnar and Walmsley in the UK and McIntosh in New Zealand. Indeed, it is now possible to purchase a complete, brand new replica Featherbed DOHC Manx Norton, with which you can go out and start Classic Racing immediately, safe in the knowledge that the bike underneath you is not about to grenade itself, due to terminal old age.

The most successful Norton racer was the 499cc single Model 30 International, first released in 1932 and made until 1958. International was used for Norton's top line of sports-roadsters, originally intended for racing but sold until 1939 in road guise to the



public. From 1949 to 1951, Norton won at Daytona, but the company withdrew official support for racing in 1955.

Despite the racing successes, Norton was in financial difficulty, and in 1953, Norton was sold to Associated Motorcycles (AMC), who also owned the brands AJ's, Matchless, Francis-Barnett and James

The first OHC engine, designed by Walter Moore, appeared in 1927 and brought immediate success with a win in the Senior TT that year for Alec Bennett and fastest lap with Stanley Woods. This engine did not fulfil the initial expectations and Norton was well and truly beaten on the race tracks of Europe from 1928 to 1930, predominantly by Sunbeam and Rudge. Moore left to go to NSU in Germany.

Arthur Carroll, the new Chief draftsman at Norton and Joe Craig designed and developed this motor. From 1931 to 1939 Norton racing motorcycles dominated and won practically all the Isle of Man races and European Grand Prix events. Only the odd Velocette and Italian or German machine would give them a run for their money. The privateer would also enjoy numerous successes in 'Clubmen events' and the lucky chap who used a 'Cammy' Norton on the road would always show his mates the way home.

There are some basic principles that also apply to all of these engines. With the overhead camshafts being driven by a vertical shaft and two pairs of bevel gears it is abso-

lutely essential to recognize the importance of parallel lines, perpendiculars and accuracy at all stages of an engine rebuild. It is equally important to acknowledge that we are playing with objects that are 50 to 75 years old and any student of metallurgy will tell you that all these parts are well past there useful life.

Unless you are very lucky, most of these engines have had a hard life and many are near to being totally 'shagged out'! They have been broken in the past and repaired by poor spanner men with many replacement parts either fitted incorrectly or poorly engineered.

THE MOST COMMON enquiry that I receive is about whether or not a machine is in "original" condition or specification. The answer is: "NO and do not worry about it!!" Allow me to explain. In the days when you could order a NEW Norton from Bracebridge Street (and especially in the 20's and 30's period), a prospective purchaser could order "plate and polish" which was extra chrome et al, a sprint size petrol tank, or a large capacity IOM tank, different wheel sizes, in trials trim, with or without lights, folding kick-start, etc etc etc. Racing machines were frequently broken and rebuilt with the latest components (which probably were a year or two later than the original machine). Owners changed handlebars, paint schemes, and made sensible (and occasionally ridiculous) modifications...So how do we know what is "original"???

My particular version is the Clubman that came with a host of the top-shelf go fast goodies taken directly from the Norton MANX racer range. These include a large 8" vented conical hub front brake with a 21" Borani alloy rim, matching conical rear alloy hub and 19" Borani alloy rim, a single piece straight through header pipe with no muffler, magnesium cam box, alloy barrel, larger oil tank, Manx style gas tank with large filler cap, leather chin cushion and through bolt mounting, Amal TT9N carb, racing ratio gear set (tall first gear), narrow fenders and shortened rear fender, extra bum pad. This 1951 version has the garden gate (plunger) frame and Road Holder forks, rather than girder forks from 2 years earlier.

A considerable amount of re-commissioning and fettling was required as this bike been on display in the Museum for 10 years or more and hadn't really been ridden since its 1990's restoration. When I first started it up there was some confusion as to the procedure and placement of the mag advance lever. After kick backs, back fires and the odd flame, I was able to determine that it is a "slack" wire advance, meaning with the lever closed it is at full advance. Setting full retard gave an easy start and a lovely throaty sound. Oil was returning properly and was ready for the first ride. The feel of a healthy 500 single thumper is a thing of beauty. I was impressed with the overall tractability of the engine, able to lug around at low rpms, yet accelerate easily to 70 mph. Some final fettling was completed and I was ready for it's first major ride – the BMOC Shakedown ride of 2020.

The International will draw a crowd and then haze them in a cloud of smoke. To say there were oiling issues, both inside and out was an understatement. The OHC engine has open rocker arms that protrude out of the front and back of the magnesium cam box, yes exposed valve gear. Since it was decades since this bike last ran, it be-

came obvious that the “seals and cork washers” were no longer doing their job. The bike oozed and dripped oil like no other bike I have ever owned – when parked on the side stand, the oil would cascade down from the head and drip fin to fin as it made it’s way to the ground. I refilled the oil tank with 2 Qts of oil at the stop at Yarrow so I could make it home. Other than the oil leakage and occasional smoke cloud, the bike ran really well and made the 120miles round trip without incident.

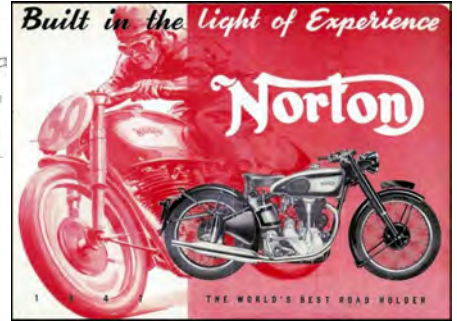
After a lot of research, I decided that I would order up new seals from the UK and go about installing them. One thing I have learned about this OHC engine, is to not disturb the bevel gear system or cam timing. Thankfully you can access the rocker arm seals by removing the rear cover off the cam box. Removing the hairspring valve springs is also required. This arrangement is a relic of the racing days. A total of four external valve springs operate two valves. During racing a spring would occasionally break and a prepared rider would have a spare spring and the special tongs to be able to replace it on the side of the road and continue on with the race. I fabricated a set of tongs from a cheapo channel pipe wrench, which seemed to do the job ok.

On further inspection I found that the cam tunnel had been damaged and was one the culprits of the oil leakage. The cam tunnel’s job is to restrain the oil in the camshaft area, with only a little going to the rocker arms. I had to machine a thin aluminum sleeve 2 ¼” dia and install a ½ round portion in place of the broken tunnel, after trimming back the magnesium cam box. Installing new seals was easy – the new ones are rubberized cork washers 70 thou thick, the original cork washers had shrunk to about 25 thou. The rubber wiper pads had also worn and the new ones fit snug against the rockers. I buffed and polished the rockers where the seals go to help with longevity. It all buttoned up nicely and on to recheck the valve clearance.

The valve adjusters are another relic of Norton racing history. It comprises a stellite tip adjuster that has a taper at the valve end and threaded extension at the top, with a



nut. The large adjuster itself is hollow, threaded on the outside with a large adjuster hex at the top, the inside is tapered at the bottom and has a hole in the top for the centre adjuster nut to lock against. As I now understand it, you loosen the nut at the top, tap it with a drift to release the taper, turn the large adjuster hex to get the desired valve clearance thickness, then tighten the nut at the top to draw up the taper that expands the large adjuster thread to lock it in place on the rocker arm. Definitely carried over from the original 1927 design.



For additional photos please see the back cover

Note the cast bronze "skull" combustion chamber

From the book 'Garden Gate Manx - The book about my bike' © Copyright Niels Schoen



BOOK REVIEW**“BSA The complete story”**

Author: Greg Pullen

Publisher: E-mail: enquiries@crowood.comwww.crowood.com

£25 (UK), \$34.78 (US), \$44 (Canada), \$44.52 (Australia)

BSA was once the world’s most successful motorcycle company, manufacturing more machines than any other in the world by the mid-1950s. However, after winning the Queen’s Award to Industry for exports in 1967 and 1968, it collapse into bankruptcy in 1973. This is an epic story of rise and fall, even by the precarious standards of the British motorcycle industry.

With over 170 illustrations, this book recalls – in over 13 chapters (plus an Appendix covering all the production models year by year) – the founding of the company (Birmingham Small Arms) by a group of gunsmiths in 1861 and its foray into bicycle, car and then motorcycle production, as well as the front-wheel drive three-wheeler that even out-sold the Morgan. Describes the evolution of the various models of motorcycles, including specification tables. Discusses the diversification into cars, commercial vehicles and Browning machine guns for WW2 Spitfires. Recounts the successes – two Maudes Trophies, two world motocross championships and numerous racing victories; finally documenting the fall from grace into bankruptcy and beyond.

Former BSA employee and twice world motocross champion Jeff Smith recalls: “At the 100-year mark, under the chairmanship of Jack Sangster, who retired that year (1961), BSA had earned a record £3.5 million. The chairmanship was then handed over to Eric Turner (no relation to Edward), an accountant who came from the aircraft industry. Over the course of the next 10 years Turner would oversee the downfall and eventual bankruptcy of this great enterprise. He was ably assisted by a management group, who, except for a few standouts, lacked business sense, motorcycle engineering knowledge and imagination.”

One time world sidecar racing champion Stan Dibben worked in the small, separate department from 1949 to 1952, building Gold Stars and related how horrified he was by the amount of thieving that went unchecked in the main factory.

Pullen relates that despite investment, many of the problems related to things like unreliability, empty showrooms (when production failed to chime in with the American selling season), as well as questionable management. He also looks to the future. BSA is now owned by Indian giants Mahindra, so there is a possibility that BSA-badged machines will again be on the road sometime.

Pat Slinn, a former BSA apprentice, who later worked in the experimental department, makes many contributions to this book and comments by Gerald Davidson (former CEO of Honda UK), give food for thought.

An interesting read, unfortunately let down by poor quality photographs and inaccurate captions.



Powder Coating or Chrome?

By Steve Snoen

Last summer I had a zero mile an hour tip-over in a Keremeos parking lot, with my 1955 BSA C-12 250cc. The bike was loaded down with camping gear, so a couple of bystanders had to be recruited to get the bike upright. No problem, there were no injuries to me, but some scrapes, bent foot peg and a broken mirror on the bike.

So the idea of making an engine guard was hatched. It would make it easier to lift the bike back up again. Tubing was purchased, bent and welded together.

Now, paint or chrome? This is an old bike and it certainly is no beauty queen. Hi-Pro Coatings in Langley said they could do powder coat similar to chrome, but it would be an un-determined length of time as to when they would do a batch again.



They referred me to Dave's Powder Coating, also in Langley. Dave is a one man operation, working out of his back yard garden shed. Yes, he could do it. Six weeks later it was finished. The result was somewhat similar to chrome, but no one will mistake it for chrome, that is for sure. Overall a grayish colour, with some bad

orange peel surface finish. It is paint after all, and applying the powder evenly is not easy.



It was an interesting exercise but no, I was not happy with it. I made another engine guard and had it



expertly and beautifully welded together by BMOC member Peter Dent. Chromed by Dependable Plating in Burnaby at a cost of \$190, versus \$160 for the powder coating.

07/02/2021 11:56

My First Motorcycle – as recalled at age 73 by Grant Johnson

It's the summer of 1966, I had graduated Grade 12 at Burnaby North SS with no plans to further my education. Time to pay your way, Dad says, and in September my uncle finds me a job in Vancouver.

Taking a bus along Hastings from Capitol Hill to downtown every day was getting pretty boring, I can't afford a car, live with my parents and brothers, and am rather clueless about life in general.

The Customs Brokerage that hired me needed a gopher, and the job description included travelling once a week from downtown, across the Lions Gate to North Vancouver, to do a shipping job for an offshoot of the company.

I had already been issued a driver license in 1964 in Saskatchewan, and we (dad, mom and two brothers) had moved to BC in the fall of that year. I had not tried to get my BC drivers license, and I certainly don't have much experience behind the wheel. The Brokerage says that they really need me to be able to do errands, and they suggest that I buy a motorcycle. The company will loan me the money and will take \$50 a month from my wages until paid back. 'YAHOO, I'm gonna have my own wheels!' This is the time when Honda and Yamaha step-thrus are available and relatively cheap, but NO! I want something sporty. Just so happens that Trev Dealey on Broadway has exactly what I want – a Harley-Davidson Aermacchi M50 Sport. It was red and white with the H-D logo on the tank, chrome exhaust, 3 speed twist grip shifter! And affordable at \$300 plus tax (as I recall).

All I needed now was to be legal on the road, so I did the paperwork and got a BC learner license, and a helmet, which allowed me to drive the Sport straight out of the showroom, no m/c driver training – and no idea about maintenance. Not even sure now what I did for insurance.

My full class 6 was issued after I did the driver's test on the Sport at the testing station, Nanaimo and Broadway, where the examiner watched as I drove up the street half a block, turned around without having to put a foot down, drove back and stopped as directed!

Well, it worked out fine! I stored the Harley in the bicycle shed at the apartments, drove it in good weather, took the bus in bad. Parked it underground at work, no charge, and did the errands and Lions Gate drive.

Now I had wheels on the weekend and remember driving aimlessly around the Lower Mainland just for the pleasure of it. Boy could the Sport go! Had it up to 58 mph on Lougheed Hwy, laid out as flat as I could get over the tank.

I was fired 7 months later, bike loan had been paid back, and obviously I had no idea how to do a job well.

Forward two years, I'd been able to find work along the way, and had also found out a little about taking on the responsibilities that mean you get to keep the job.

It was time to upgrade from 50cc, as one of my co-workers had a 1967 Bonneville, and I drool over it a lot.

Summer of 1968 and I'm back at Deeley's on Broadway, eyeing up a Bonny, but

starting to realize that a bigger tank is needed for road tripping, so I buy (dad co-signing the loan) a new TR6. The Sport becomes redundant, but I don't sell it and can't imagine why I didn't.

Did I mention I didn't have much of a clue about securing my stuff? Being stolen from an outdoor garage in Coquitlam was the 1969 fate of the Sport. RCMP found the frame (sans tank, engine and shifter) three days after I reported the bike missing. Fairly sure that somebody had a good time making a go cart. Would love to have that little bike back today!

And so ends the tale of My First Motorcycle.

Do You Have a Nipple Wrench?

By Peter Tilbury

Did you hear about the guy who went into Canadian Tire and asked the young girl behind the counter "do you have a nipple wrench"?

This guy was rebuilding a 1969 Triumph Bonneville T120. He got it in four boxes from a friend in Texas. Only problem was that the original owner, who had ridden it every day, had taken it apart and left it in the rain! It turned out that the bike had originally been purchased in Canada, then taken to Hong Kong, and then shipped to Texas. The Canadian model had stainless steel mud guards, while the British and US models had painted mud guards.

After re-chroming the Dunlop rims, the guy rebuilding the bike was installing stainless spokes to the wheels. He realized that truing the wheels would be a lot easier with a ¼ inch wrench specifically designed for the spoke nipples. And this is what took him to Canadian Tire that spring afternoon.

On seeing the sales girl's wide-eyed reaction, he realized that perhaps his question had been inappropriately worded, so he asked if he could speak to a supervisor. (He would have said a nipple "spanner", but was sure that word would not have been recognized). The lady supervisor arrived, and he repeated his request, but reworded it slightly. "Where can I find a nipple wrench?", he asked. The supervisor could not hide her smile, but he noticed the young sales girl was now blushing. After a long pause, the older lady asked the potential customer to explain what a nipple wrench was, and how it was used. The guy did his best to describe its function, suggesting it might be in the bicycle section. He was directed to the bicycle aisle, but as he walked away he looked back to see the two ladies doubled over with laughter.

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.

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.

He asked: Are you Nuts?

By Steve Snoen

As much as I like riding my old British motorcycles, riding more modern bikes has its advantages: electric start, usually more reliable and more comfortable with less vibration. I have a twenty-year-old Honda ST1100 that is just great for long distance riding. The ST1100 was Honda's way of building a smaller, lighter Gold Wing.



Eight years ago, I used this bike on a cross Canada ride: 6000km in under 90 hours. It is the type of riding members of the Iron Butt Association do. Several members of the BMOC have completed various IBA rides. This story was published on the LD rider-list, an e-mail list/discussion group, for people interested in long distance riding.

We live in interesting times. Last August I wanted to do a BunBurnerGold (1500 miles in 24 hours) on a Honda ST1100. As I live in Canada this would usually mean riding across the border to the United States to use the excellent Interstate system. However, the US/Canada border is closed due to the corona virus. So that was a no go.

Anyway, this particular ST1100 has previously been owned by Mike Hutsal and also Maura Gatensby. Two rather well-known people in the IBA community. The bike has a fuel cell by Ron Major (RIP).

A photo of the bike is here: <https://www.clickpix.org/images/ZhMgz4.jpg>

Not a good bed but it will do in a pinch.

A Canadian route was laid out: Vancouver BC, Jasper, Grande Prairie, Prince George finishing in Abbotsford, giving a total of 1520 miles. Start time was set to 8pm, with the thought of doing the difficult night riding first. The daylight hours before the ride were spent sleeping/eating/relaxing. Experiences from previous IBA rides have shown an evening start works for me.



Weather was good, although coolish so the electric jacket saw continuous use all night. After Jasper the bike started missing, as if it was running out of gas. Say what? I had just gassed up. Opening the gas cap, a "wosh" could clearly be heard. Note to self: Check tank vent lines. The cap was left loose after that.

The small remote town of Grande Cache (coal mining, natural gas, and a federal prison with 350 inmates) was quietly sleeping as I rode through. No escapees to be seen.

There was major road work approaching Grand Prairie. Miles of slow riding made the average speed drop below 62.5 mph and the halfway point had yet to be reached. Many ride reports on the IBA web-site, pretty much agree that if you are behind at

halfway, it is not going to work out. Hmm, this was not looking good.

West of Grande Prairie I had a brief encounter with the local constabulary. A very young officer (early 20ies?) was curious if I was in a hurry? A lawyer's advice popped into my head: keep your mouth shut. After checking the drivers license (finding no warrants for my arrest and a squeaky-clean driving record) he made it abundantly clear the posted speed limits are not merely suggestions. I agreed, of course. Clearly, he did not share my view of reasonable and prudent speeds. Maybe the fact I was old enough to be his grandfather, made him mellow out a bit. For me, the half century mark in age passed almost two decades ago. We parted on good terms, me none the poorer for it and wished each other "have a good day". People are friendly here in Canada, don't you know?

Southbound to Prince George, road crews were milling old black top. A pilot car slowed traffic for miles. Just three weeks prior this road had been all clear sailing. The road work killed any hope of a BBG but a BB1500 Silver (1500 miles in 30 hours) was certainly possible. I reached the final destination of Abbotsford 28 hours after start. As I was fumbling with the camera, taking a photo of gas receipt/odometer (for documentation purposes), a gentleman came over asking what I was doing? Quite a talkative person, so I explained about the ride. Wide eyed, but smiling he asked: "Are you nuts?"

Neil Kelly

Neil Kelly, one of just three Manxmen to win a solo race at the Isle of Man TT Races, has passed away at the age of 83. Making his debut on the TT Mountain Course in the 1960 Manx Grand Prix, Kelly's moment of glory came in the Diamond Jubilee races of 1967 when he was victorious in the inaugural Production TT, coming out on top in the 500cc Race on a Velocette (in front of several Triumphs – Ed {editor of Vintage Mann News}) Riding into legend!



Reprinted with permission of Editor Steve Leonard who has advised (March 13, 2021) that motorsport legend and "voice of F1" Murray Walker has passed away age 97. Murray Walker was the son of TT winner and motorsport legend Graham Walker.

BMOOC Okanagan Chapter are now offering our unique 2020 Riondel T Shirt at the amazing price of \$15 plus shipping (\$5 within BC). These will be collectors items so buy yours now...plus I would really like to get the box out of my office. We have most sizes including ladies available. Contact Nigel at nigel.whittaker@hotmail.com for details and or send your order (name, size etc) to our Interac e-transfer facility bmocok1@gmail.com.



Real Men Ride...What?

Robert Smith

Been shopping for a full-size truck recently? Chances are, the most striking feature was a bulge in the hood and grille thrusting forward and upward, like a bison's forehead—or maybe a 16th century codpiece?

Back when men wore tights, the codpiece was a sartorial accessory suggesting that the wearer had a permanent er... tumescence. Period paintings of Henry the Eighth show him in his doublet (think: bomber jacket) and hose, sporting a pouch on the front that could have been a concealed carry. Though intended to send a similar message, the styling of a modern pickup is, thankfully, rather more subtle.

So I read with some interest recently about the “masculinity” of different motorcycle brands, and how that relates to sales. Given the hyperbole, you won't be surprised to learn that men from Milwaukee took the outright title for their muscular machines and the macho brand image they project.

No surprises either that Triumph was up there, their credentials still good 60 years after the on-screen antics of Marlon Brando in *The Wild One*, and Cool King McQueen in *The Great Escape*.

What did surprise me was that other European brands, like BMW, Ducati and MV, were distant also-rans in the macho stakes. You'd think that their track credibility in Moto GP and Superbike would establish their cojones credentials. But that barely moved the needle, even when Fast Freddy, King Kenny and the Kentucky Kid were kicking ass on the world circuit.

Shouldn't BMW's adventure image with its wildly successful dualsport bikes buy some points? Apparently not (though the new R18 may tip the scale). Guzzi, meanwhile, has always had street cred from their 1970's police bikes onward, underlined by its new 1400cc line. And to be fair, Ducati also had a pretty good kick at the can with the Diablo—but in spite of its arm-stretching performance, it still doesn't compare in perceived masculinity.

The author theorized that, because the North American motorcycle market was about projecting a macho lifestyle image, rather than sporting prowess or speed, European motorcycles would never really break through in US sales—unless they upped their testosterone by building more bodacious bikes, and creating a more manly image

So if you want to sell a lot of motorcycles in North America, you need to reshape your brand by building big, brawny bikes with lots of bad attitude—or do you?

The second point the author noted was the overall decline in the North American motorcycle market, down 50 percent since the 2008 crash. The conclusion: riders are ageing out of motorcycling, and there's far less “backfill” of younger riders: millennials, it seems, favour connectedness over canyon carving. Worse, the author predicted that ageing-out would produce a glut of used motorcycles, particularly the high masculinity brands. But there is hope...

My wife is an enthusiastic golfer, and her constant complaint is that the golf industry

never takes women seriously—yet women golfers are the only player group whose numbers are increasing. She’s been verbally berated and faced open hostility from male players on the course. Her attempts to organize women’s tournaments and secure sponsorship are met with open condescension or eye-rolling indifference. Golf is a man’s game, they say: women hold up play, get too emotional, don’t understand the rules, etc. The old boys can’t accept that in many cases, it’s women golfers who are keeping the club doors open.

So is the motorcycle community doing enough to encourage women riders? Certainly the latest mid-size motorcycles are intended to appeal to a full rider spectrum. The Big Four now offer an intriguing array of 250, 300 and 400 and 500cc bikes with universal appeal. Harley has its Street range and other “low seat” models—treading the fine line between offering bikes specifically for women and to riders who just prefer a lower seat.

Women BMOC riders...what do you think?

Member Ads

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Black and Chrome 3690km. Many genuine Triumph extras including Sports Exhaust (originals are available), Center stand, luggage rack, tires are upgraded to Avon Road Runners. No scratches or marks of any kind on the bike. Never ridden in the rain and always stored inside. Buying a new T120 so this bike is surplus..

Cheers, David Owen 250 503 1383 Owen_dc@telus.net

Of Interest to Members—Miscellaneous Parts

I have a bunch of mid 70s unit Triumph parts for sale. I would like to sell them all in one sale.

There are two rolling chassis with 650 motors and 1 complete extra engine as well as boxes of engine parts, chassis parts, hubs & wheels and body parts. One of the chassis is an original triumph rigid frame. If someone is interested, I could send a few photos when they contact me. I have way too many projects on the go and just will not have the time for the Triumphs. Any reasonable offer will be considered. The parts are located in Greenwood BC.

Best Regards

Jerry Sperling

250 443 1448

2021 UPCOMING BMOC ACTIVITIES

All upcoming events are dependent on Health guidelines and status of COVID 19 pandemic. Indoor club meetings are cancelled until further notice. Email and website notification of upcoming rides or events will be circulated as and when conditions allow. Ride safe/Stay safe. Good Health to all. Please refer to latest Executive Minutes for current proposed events.

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"...although not in the first bloom of youth, I am never better than when riding... after a run I almost invariably sleep well, and can certainly recommend motor-cycling as beneficial to one's general health." James Lansdowne Norton

Quote provided thanks to Ian Bardsley