

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

May 2021





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**Membership dues were and still are due
April 1, 2021 for ALL Club members!!!!**

See page 3 & 13

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Cover photo by Wayne Dowler of Club Secretary, Motorcycle Journalist, Classic Motorcycle Judge (among many other accomplishments) Robert Smith with Laverda Mirage 1200TS at the 2019 Crescent Beach Concours d'Elegance auto and motorcycle show. Back cover Side Dog submitted by Patrick Jaune, the more things change submitted by Wayne Dowler.

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 publish member to member adverts which will have to be a very brief description of the item(s) 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 2020-2021

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, 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
AIM & BCCOM



!!!!Membership dues are due!!!!

See page 13 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 seem to be improving both myself and my wife have had our first vaccines along with most of the guys I know, so hopefully by summer we will see improvements.

First some business, there was a complaint from a vendor about an article in our March issue re Chrome Vs Powder Coating, the article I will defend, and I don't think any malice was intended. HOWEVER I would like to offer an apology to Dave's Powder Coating in Langley for any issues that may have arisen. I don't think the intent was to hurt their business, I believe the article was more to do with what the writer was looking for as a finish, and that he preferred Chrome over the Chrome look of Powder Coating. This being said, members please understand that the vendor is reputable and produces a good product not only for the BMOC but for other motorcyclists in the area.

The key fobs that we ordered are now here and available, every member that renews in 2021 will get a free fob as well as every new member or returning old member. I ordered 300 so we have about 140 spare if anyone wants a second or third they are available for \$5.00 including mail, think it over they could be a good gift to a friend or family member. It's unfortunate that because we went with the Black color as the base there is no white in the Logo, but the fob still looks good.

Our zoom meetings continue and will do so until this pandemic ends and we can get back together, kick tires and have a Guinness together.

Your executive are continuing to monitor the situation and the restrictions, which seem to be in place for the time being and unless the numbers reduce it doesn't look good. However, if the outdoor numbers are increased, we will certainly organize some rides if possible. Its difficult doing so until the BC health authorities relax things so we can get do something as a group.

Norton rally: This event is postponed until September the 6th finishing on September the 10th, of course depending on BC health restrictions etc.

I would like to congratulate Gill Yarrow for reaching the ripe old age of 90 this June, CONGRATULATIONS Gill and happy birthday.



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 so please get involved, write something down no matter how short, every article is welcome.

Please everyone stay safe.

Cheers, Geoff

LEVEL HEADED by Ian Bardsley

Amongst the joys of spring, a brief jaunt in the sun on my elderly compatriot, the veritable Norton ES2, rates very highly. Awaking the beast from its annual slumber is usually an energetic undertaking, involving many leaps on the kick-starter and numerous adjustments of the ignition advance, all preceded by the ritual restoration of the engine oil from the sump to the oil tank.

This year was exceptional... an early phut, followed by a bang and then a steady put-put-put! All this before I had raised a sweat – an Omen, surely?

On with the gear, down with the garage door and off down the road, before it has a change of heart. And so it was that as I stopped for the first traffic light, the usual put-put-put was accompanied by an unfamiliar but almost inaudible phut-phut-phut. Just needs to clear its throat, thinks I. Off down the hill, and out onto the highway. Ah the joys of an aged plodder (me that is, not the bike) – no traffic to interfere with progress, country lanes coming into view as I crest the bridge over the River Pitt.

But of course, that was an Omen. The previously inaudible phut became a very noticeable PHUT, accompanied by an associated rhythmic blast against my right leg. Aaarg, a failed head-gasket, methinks. What to do? I am on the downside of the bridge on a 4 lane highway and the drop in enthusiasm from the engine is becoming noticeable – but it was still running. I am good five miles from home and lacking any easy way to get back.

I pull a dubious 180 at the next lights, not daring to let the revs drop as I'm sure that if the fire goes out, I'll be walking. I set off back up the bridge towards home. The drop in power is appreciable and 3rd gear is as high as it can pull. I keep the revs modest as I figure each blast is increasing the size of the leak, reducing the compression ratio and bringing me nearer to an unpleasant recovery. Still, it keeps running, much to my surprise.

I can't let the revs drop. Navigating several traffic lights and a number of 4-way stops in a most irregular manner, I make it to the ascent leading to my abode. Only a couple of miles to go now. The bike is now quite loud and markedly less enthusiastic, struggling to make progress in 3rd gear. Still it keeps going as I wring its neck to maintain revolutions.

A few more side-streets and home is in sight. What an adventure. The good old ES2 gets me home, severely wounded as it was, limping badly. Just the rather steep driveway to ascend – maximum available revs, 1st gear, slip the clutch and there we are, back at the garage door.

This is not the first head-gasket failure I've experienced. But in the past, I've always been above an engine with redundant cylinders, and thus the capacity to continue, albeit with compromised power. On a single, the loss in compression reduces the power proportionately. Restarting would be impossible, I think. This was my lucky day!

And so the Title. This is not the first head-leak on the ES2. At the initial head-gasket replacement, it released the occasional PHUT which I suppressed by re-torquing the head bolts. That's always an uncomfortable solution, since there is no factory torque specification and as Robert Smith once noted "if you want to know what the maximum torque is, keep going until it gets easier, then back-off a bit!" I foresee a visit to my local machine shop for a cylinder head levelling job... once the new gasket set arrives.

BACKFIRES

Nortoneering

This is a decades old cut from an email list I subscribe to. Not politically correct, but funny. In the voice of Borat (which was recent at the time):

"From english translating dictbook Norton is "to live life in such a way as to leave a fiery trail across the firmament, in a blaze of glory, full of pleasure and feelgooding, but with unfortunate splat at end." I wish not this."

We need more laughs.. Ian

THE CLOCKWORK MOUSE by Alan Johnson

Of the requests I get for information about older British bikes from American enthusiasts, those for the "Famous James" outnumber all others. Invariably, the bike turns out to be a 1946-48 125cc "ML" model since over 13,000 of them were exported there right after the war. With the little twin-port Villiers and handshift 3 speed box, the rather large and flashy tank badge decal proclaiming "The Famous James" makes identification easy, even at a distance or over the telephone.

But what was this little bike famous for?

In reality, the decal referred to the long history of James as a maker of singles and v-twins for 45 years previously. The firm had a long history of making quality bikes, but by the 1930s, the Depression found them concentrating on a range of ride to work lightweights with the usual Villiers 2-stroke engines. Just before the war they had introduced the K17 with the 122cc Villiers and it was a reliable, cheap and cheerful bike - and a good seller for them.

Midway through the war (1942), they diverted part of their efforts at war work (aircraft parts and munitions) to developing a military version of the K17. This was accepted and dubbed the Military Lightweight or "ML" model. Over 6,300 of them were made from 1943 to 1945. Its intended role was with Airborne, Commando and Marine assault forces with a few going to the British Navy. Many of them were probably used for behind the lines communications work on large military bases and other local sites where the 35-40 mph top speed was offset by the 100 mpg fuel economy.

It might have finished the war in humble obscurity but for one particular day in June, 1944. The 6th day, in fact "The Longest Day" when thousands of Allied soldiers struggled ashore under fire to begin the assault on Hitler's "Fortress Europe". The beachmasters, those men under open fire who directed the incoming soldiers up the shore, off the deadly beaches and inland, had discarded their heavy Norton 500s and were riding the lightweight James MLs. Back and forth all day they went, perhaps in some way that will never truly be known, helping secure the success of the invasion.

At some point in the action, one of these riders was apparently asked how he found riding the tiny bike. "You wind it up and it goes - just like a Clockwork Mouse" was the reply. The nickname stuck and forever after those in the know have called it

nothing but that.

The James company made much of the ML and their motorcycling contribution to the war in both wartime and postwar advertising. And they turned out thousands of them in the immediate post-war years, thereby ensuring their survival as a company in those hard times. Later on when an observed trials model was developed for their line of motorcycles they gave it the name of one of the Army groups who had used their Military Lightweight, probably in honour of those soldiers.

Not long after, the James company, who by then were part of the Associated Motorcycles Group, ceased production. A few years later, the remaining and surviving motorcycle company decided it needed a new model name for its new style bike. It didn't want to use any of the names which had won glory on a thousand race tracks. But it had to use a name to which they had title. So they dredged out the name which the old James company had used for its trials models - in honour of the "Clockwork Mouse" and some of the men who rode it on the day when it and they helped change the world forever.

They called the new bike the "Commando".



Left: Publicity photo of Canadian Army Commando on one of the 'ML' military bikes.

Bottom left: June 6, 1944 Canadian Provost Corps soldier directing advancing traffic inland from the beach (James ML lightweight)

Bottom right: 2015



Intro by Jim Bush

Alistair Wilson is BMOC member No. 1, one of the founding members back in 1984. He moved to Ontario some time ago and continues with his passion for British bikes. He explains below his love for the NORSA hybrid special that he has built more than once. He has also experimented with 270 deg crankshaft modification for the Norton 850 engine he uses. I found an article he had written in the GV issue No.1 (March 1986) that was interesting – explaining how he came by his first 1958 BSA A10 Super Rocket. As a student he rescued an A10 bottom end/engine cases/gear box/clutch from a scrap dealer – who wanted \$10, he had only \$7 and took it home on the bus. He commented “*it still leaked oil on the bus ride home*” Over many years was able to build up a running bike. “*being a student I was not able to afford decent parts. So I usually ended up bolting in pre-broken parts. Not surprisingly it blew up quite regularly*” With a lot of perseverance he was able to eventually turn it into a good running bike.

I met Curt, his nephew on the BMOC Fraser Valley Ride last August – he was riding the lovely bright blue NorSA that sparked the conversation about its origin – I then found out the connection to Alistair.



I sent Alistair the photo and he wrote the following response:

Curt is my nephew, and the Norton/BSA hybrid bike in the picture, I gave to him a couple of years ago. When I lived in the lower mainland I rode A10's and did so when I moved to central Canada. Riding with the Classic bikers here the A10 fell far short of the Nortons. They just walked away from me, when I worked to get more power out of the BSA engine they blew up. Plus every year I took the engine apart to address oil leaks. Never did figure out how to seal that A10 Rocker box. Shoehorning an 850 motor into the A10 was a revelation. Not only did the bike go fast, it also stayed together. I called the concoction a Norsa. Curt came out to visit me one summer and we rode around the Niagara area on the Norsa's. He was amazed at the size of the place and the absence of traffic. It got better, we took the bikes up to Muskoka and we had some terrific rides through the lake country. Again the sparsely populated roads were a revelation. A couple of years later I was out in Vancouver and he wanted me to send

him a bike. (I have attached an article on the succession of Classic bikes and it will explain my concept)

He has been using the bike to entertain and enthrall his kids, and I was rewarded to see that he attended the BMOC gathering. The BMOC, a club which I have had such a massive influence upon.

Norsa- A Commando powered BSA A-10 by Alistair Wilson

Years ago I jumped to the wrong conclusion. It was on a club ride following the magnificent sea to sky highway in B.C. The Norton in front was handling like it had the proverbial hinge in the middle, wobbling in the curves and weaving on the high speed straights. Yikes! To be fair the setup was obviously incorrect but I erroneously concluded that the rubber mounted swingarm of the Norton was not up to the job. For this reason, for many years, the BSA A 10 was the ride of choice.

A few years later riding a very hotted up BSA A-10, riding with a Commando, the shortcomings of the A-10 became painfully evident. The Commando walked all over the BSA. Shortly after this ride the motor in the A-10 blew up in a most spectacular fashion. It seems the base flange on the barrels is fragile and shattered, sending shrapnel all over. Thus was born the concept of a Commando powered A-



10. Bert Hopwood was responsible for the original design of both motors so it was possible to keep it all in the family.

Having almost graduated from the school of "Looks About Right School of Engineering" I took on the challenge of shoehorning a Commando power plant into the

A 10 frame. The A 10 chassis has a long engine bay so there is enough room (barely) for the Commando package.

The Commando motor is mounted with two studs at the back of motor and when these two are loose the holes will be made oval. To deal with this the new motor mount consists of an engine plate running the full length of the engine bay in a continuous manner under the motor. This locates the motor and transmission securely in the chassis.

Lining up the transmission output sprocket and the rear wheel sprocket was accomplished with a laser beam. The transmission had to be moved over a bit to line up so the transmission mounting bosses were machined. This resulted in the engine sprocket not lining up with the transmission clutch basket. To overcome this, a belt drive was installed as the belt can locate where it wants to on the clutch drum. No alterations were required to the frame. Simple (well... not really)

The motor needed to be rebalanced to suit the solid mounting, kibblewhite valves, Johnson cam, hepolite pistons, the engine is basically in stock configuration. The later model front suspension was installed and a Grimeca four shoe brake provides better stopping power.

From the day that the Norsa fired up it was a happy bike, it handled, it makes gobs of torque, and it has run faithfully for the past 30k miles doing everything and more that was asked of it. Which, of course, is why I had to mess with a perfectly good set up, and try to improve on it with the next one.

One cannot just build a bike, parts are accumulated in job lots with specific parts added, along in the process. By the time the first bike was complete I had amassed sufficient parts to build another Norsa.

The next one used a 270 degree crank, because I had it on good authority that the engine will run smoother. This of course made engine building a more complicated matter, with custom camshafts and a computer controlled ignition. The resultant package works ok, but it is a whole different machine. The most problematic issue is the incredibly difficult kickstart pressure required to kick over a 270 degree engine configuration. Why this should be I do not know.

With English bikes, one solution creates two problems.

I did get tired (and damaged) from leaping off a two storey building to get enough momentum to fire the bike, The bike ran fine when it got going but this was unsatisfactory and painful. The solution was to install an Alton electric starter. Expensive but so worth it. The Alton starter transformed the bike

The solution to the wounded knee syndrome was to fabricate an electric start using the Old Britts outrigger bearing and starter mounting bracket. This includes installing a ring gear on the back of the clutch. This required skills way beyond my capabilities, fortunately Leia can expedite such machining tasks. Bless her!

Now the bike flashes up without effort or drama.



A NEW DIRECTION FOR THE CVMG

The first thing to understand is the urgency of the situation. We are all greybeards and in ten years time a lot of us will be gone and the bikes which we love and cherish will not have a home and will be destined for the scrape heap. This is already happening; I have received a communication of the passing of an owner of four meticulous bikes that are available. The number is 50k but there is no one that is prepared to pay out that kind of money for vintage bikes and there will be nowhere for the bikes to go. There is no museum for these bikes to go to and there is no younger generation that would undertake the ownership of these bikes. Multiply this situation by the thousands of us classic bike enthusiasts and you have a flood of classic bikes that will ultimately be reduced to scrape metal. We are the custodians of history and have an obligation to pass on the classic motorcycle scene that comes with our bikes.

The purpose of this letter is to propose a program to the CVMG membership that will prevent this horrific scenario that I have described from becoming a reality.

The constitution of the CVMG describes the objective of the organization to "encourage an interest, collection, preservation, restoration, and use of motorcycles of historic interest" This does not go far enough. It must be impressed on all members of the CVMG that they have an obligation and necessity to recruit and develop new members to the Classic Motorcycle scene.

Approach.

Classic motorcycle enthusiasts must now adopt a new attitude towards the classic motorcycle scene if it is to survive. No longer are the members to be inward looking concerning their bikes. They must transmogrify themselves to Ambassadors whose duty is to create interest in the classic bikes. The executive of the CVMG are to redirect themselves from being administrators to become promoters of the Classic Motorcycle scene. This would include development of methods of promotion, such as digital means and face to face interaction.

Apprenticeship

We are all aware of the fact that this young generation are addicted to their phones and are not interested in technical skills. They would not know how to sharpen a dull pencil and would throw it away to replace it with a new one. It is suggested that the CVMG organize an apprenticeship program. This would entail using our workshops as schools to teach hand skills for a new recruit. There should be developed a program to pass on the skills of building and maintaining these machines to the next generation.

The classic motorcycle still delivers on their intended purpose. They quite easily deliver the required power to maintain the speed limit. The modern motorcycles with excess power are dangerous on the street. One does not need two hundred horsepower to ride in a 50KMH zone. The classic motorcycles can do this easily and do it with style. I have talked to a number of people in our association and have suggested they make their shops and expertise available to a new recruit. The response has been positive.

Apple Tree (post Covid)

These classic bikes still have the same visceral appeal as when we were teenagers. The bikes look like real motorcycles and not something that looks like a refugee from the Transformers movie. To that end we Classic Bikers have an obligation to promote these bikes. I have been approached by a couple of high school principals who are interested in the classic bikes. The concept is to do a ride in to the school and set up in the school parking lot over lunch. The riders are ambassadors of the classic motorcycle scene and it will be incumbent upon them to recruit a young generation of enthusiasts into the Classic Motorcycle Scene.

Cactus Fest (post Covid)

Community events such as Cactus Fest in Dundas is an excellent opportunity to do some recruiting. The fair attracts over 100,000 attendees from all over Ontario. There is an artist's display area in the fair that would be acceptable for displaying our works of art.

In 1998 the Guggenheim museum put on a show called "Motorcycles as Art". This show attracted over ten times the attendance of any previous show. Similarly, the CVMG must start to enter the artistic venues at other art galleries. The Carnegie Gallery in Dundas has already expressed an interest in showing a collection of classic bikes. These events would be an effective method of recruitment to the classic motorcycle scene.

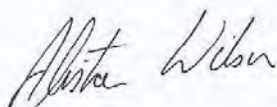
The CVMG website should develop technical videos that new Classic Bike recruits can refer to in the maintenance of their machines.

Supershow (post Covid)

Bike Shows should be our main focus, for recruitment. Usually in these shows the people manning the booth are more concerned with talking about their bikes and just sit there until someone takes an interest. As ambassadors to Classic Motorcycles manning the display are to be versed in the marketing of the Classic Bike Scene. They should be well versed in the advantages of the classic bikes and the benefits of belonging to the CVMG. The purpose of the people manning the booth are to be Ambassadors for the Classic Motorcycle and should be there to recruit new members by handing out recruitment posters to prospective members. Their efforts should be directed not just at the young crowd but also to the recent empty nesters who now have disposable income to take up this passion.

These are some of the suggested approaches that the CVMG must take to ensure a future for the Classic Motorcycle Scene in Canada.

I thank you for your attention in this matter and trust that you will give this matter serious consideration.

A handwritten signature in black ink that reads "Alister Wilson". The signature is written in a cursive, flowing style.

Member and Club Ads

BMOC Key Fobs are available for sale at \$5.00 mailed or picked up. Contact President Geoff May at geoffmay@telus.net.



Venom Motorcycle Center Stand Dolly

Centre stand is lowered onto dolly plate for easy moving, 360 degree castors allow bike to be moved in any direction, ideal for use in areas with restricted space, built in brake mechanism. Used to move 2018 T-120 Bonneville around a tiny garage. Weighs about 10 kg. Not really suitable for mailing as it's made of steel. Contact gveditor2019@gmail.com. Only \$75.00 (or will trade for Velocette ;>)



BMOC MEMBERSHIP FORM 2021-2022

INTERAC Payment: We are able to accept payment by INTERAC for memberships. Please direct payment to bmoc.treasurer@gmail.com - no password/question is required.



BMOC MEMBERSHIP April 1st, 2021 to March 31st, 2022

BRITISH MOTORCYCLE OWNERS CLUB

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I would prefer to receive my Good Vibrations newsletter by: Mail Download from the internet

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ANNUAL DUES \$25.00 *If paying by mail please make your cheque or money order payable to BMOC and mail to the address above:*

(Note - \$30CDN for US Members and \$40CDN for International Members) Membership dues received January to March 2020 count for a full year to March 2021

Life-time BMOC member Al Greaves' first semi-regular "Smokey's Corner" column was in the June/July 1993 issue of Good Vibrations. For those of you who are not familiar with Al's humorous take on the local motorcycle scene in the 1950's and 60's, sit back, and enjoy a history lesson.

Included is Al's original drawing of the motorcycle jacket that started it all. This is the second reprint of Al's first "Smokey's Corner" column; it was also reprinted in the April 2000 issue of Good Vibrations. Submitted by Bevin Jones

SMOKEY'S CORNER

Or ... all you really need to know about riding a motorcycle in 1002 easy lessons (if you last that long).

Al "Smokey" Greaves

I can't consciously remember when I decided to take up motorcycle riding. I bought a leather motorcycle in the fall of 1955 (for \$60 at Woodward's) and everyone kept asking me, "what kind of motorcycle ya got?" I lied and said, "a Triumph." So I guess, to make myself an honest person, I bought my first motorcycle.

The first step is to get a good job, so I got one at Pacific Veneer in New Westminster on July 15, 1957. The pay was \$1.65 per hour working graveyard shift in the hardboard mill.

The second step was to get a M.C. learner's licence. This consisted of two rubber-stamped phrases joined together with a written in "and" on my car drivers licence.

The third step was to shopping for a bike. There was a M.C. shop on 8th Street, near Edmonds, in New Westminster. There was nothing in my price range so my Mother and I headed off the Deeley's, by bus. We went in and the salesman showed me an old BSA 250 single with battery ignition right in my price range (\$300). He asked if I had ever ridden a motorcycle before. I said no. He replied, "well you don't want this then!"

So off to the British (British Motorcycles on Fraser Street), where I met Pete Peterson, the manager. His wife, Jan, did the paperwork. The only bike in my price range was a 1952 Francis Barnett 200 c.c., light blue. It was fitted with swing arm suspension, Villiers engine and telescopic forks.

Wilf, the mechanic and motorcycle rider trainer par excellence showed me the controls and said, "ride her up the alley and back." I rode up the alley and stalled while trying to turn around. I got it started and rode back. To this Wilf said, "you'll be O.K.". For \$279 (insurance included) I was on my way home to Surrey.

Next issue you'll be told some carefully guarded secrets of M.C. riding. In the mean time close the cave door, we're off to pygmy country...

Here's the second part as published in August/September 1993 issue ...

... No problem, until I get to 8th and Columbia Street (New Westminster), where the railway tracks used to take up 2/3 of the street, running at an angle to the traffic flow.

1st Lesson: Cross railway tracks at an angle. I almost fall off but don't. Whew! I proceed across Putulla Bridge (sic), up Scott Road hill and find out how much power a 200 c.c. with 3 speed trans has. Aha, more tracks at the top of the hill. I've got 'er beat now I think as I cross them at right angles. The rest of the ride home is uneventful.

Having a motorcycle and working at P.V. (Pacific Veneer, Braid Street off Brunette) has its advantages. When leaving, at quitting time, there was a stop sign at Braid and Bru-

nette. There would be a line up of employee's cars all leaving at the same time. It would back up right up from Brunette Street all the way into the parking lot, bumper to bumper! I would ride up the wrong side of the road to the stop sign and away I went.

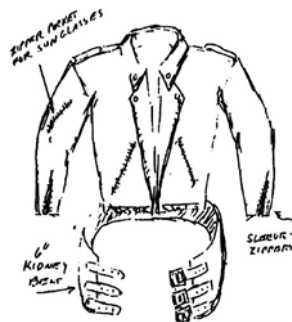
2nd Lesson; The Francis B. Didn't have much power, so I would follow behind the cars. This worked fine, until one day on Scott Road. The car I was following turned left on Old Yale and a car at the stop sign on my right (not seeing me behind the left turning car) pulled out right in front of me. I veered to the right and missed his back bumper by inches!

Lesson #3; When going up hills I got into the habit of riding on the right side of the road. This encourages cars behind to pass you when they shouldn't. A problem arises at the top of the Scott Road hill. Crossing the tracks entails changing from the right side of the lane to the left side of the lane to cross the tracks at a right angle. Normally no problem, except this time a car tries to pass me. Just as I cross the tracks, I heard a big screech of brakes. So look first, Al!

Winter was coming so I got a '40 Ford pickup truck for transportation. I dismantled Francis B. (don't like the blue paint job) and found that the downtube underneath the seat was completely broken in two! I took the engine to British for an overhaul. The complete job, parts and labour cost \$52.50. Now what colour to paint it? I saw somewhere a new plastic paint advertised. Sort of salt and pepper flecked. "Now," says I, "that's different." I painted the entire bike black and white flecks. Come Spring I put Francis B. Back together fired it up roared up the road. The engine seizes so I cooled it off. I roared up the road again and seized it again! British said, "bring the engine back". So, they hone the cylinder out a bit and I had no further problems. I ride my reassembled bike to British. They looked at the paint job and said, "by the way, did you know that the model name for your motorcycle is Seagull?" "Oh," I say and they continue "and it looks like one just crapped on it".

During the winter, I had time to think about my close calls. I attributed them to a lack of power, so off to British again to get a faster, bigger motorcycle. In the mean time, "Hold your head up high and walk out in the sun, NEVER give up, NEVER give up, that ship."

But wait, there's more for another time.



The start of it all! The Woodward's leather jacket Al bought in 1955 - at \$1.64/hr - still a week's pay in 1957!



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Powder Coating

We all have that project in the back of our mind that we want done “the right way” so that it doesn’t have to be done twice. The best way is to have the parts powder coated. What gives me the ability to talk on this subject? I started powder coating as a hobby in 2006 and decided to turn it into a registered business in 2017, as Dave’s Powder Coating. Quality workmanship and customer service and honesty about what to expect have earned us an excellent reputation and many life long customers. In August of 2021 we will be expanding from the 310 sq ft home shop to our new 2300 sq ft industrial facility with massively expanded capacity and reduced lead times. Powder coating is a wonderfully robust way to “paint” your motorcycle, and other metal items, in a way that will outlast any other coatings under the same circumstances. If taken care of it will last decades, if treated poorly you can stain it or compromise it with in hours.

Preparing parts is a critical step for longevity and durability of the powder coat. Especially with vintage, classic, and collector vehicles, you need to make sure that the person doing the work is familiar with working with your kinds of parts. Having an irreplaceable part damaged or destroyed because they didn’t know can be heart breaking. Be very wary of places that use burn off ovens as that can melt or warp parts very easily. Our



process utilizes a chemical powder coat stripper to remove the existing paint/powder coat as quickly as possible then a light sand blasting to remove any remaining debris, rust and lightly abrade the surface ready for the colour. This way we are not excessively wearing on the metal with sand blasting and gives a predictable cost to prep your hard to find parts.

As with other forms of paint, there are different formulas intended for different environments, indoor, outdoor, extreme chemical exposure, etc. Chrome powder coat for example is probably the closest to mimicking real chrome as you will find but its intended use is as a reflective base coat for candy/ transparent colours, not as a stand-alone finish. If you use it for its intended purpose, you will be blown away with its ability to make candies pop but if you use it as a stand alone it is underwhelming as the protective clear coat dulls the finish making it look like a strange glossy but dull polished aluminum. You wouldn’t go buying a 48 Harley Davidson and expect it to be like a Royal Enfield Bullet, its the same with chrome powder coat its not real chrome so don’t expect it to be.

Powder coat has come a long way since conception in the late 1930’s. From using ground up “fordite,” the black overspray chipped off the walls of the ford paint booth, to incredibly complex proprietary formulations in modern finishes. We now have solids, textures, primers, clear coats, colours with metal flake or pearl mixed in, multi-coat candy, or even those with specialty coloured metallic flake topcoats for a finish like low-rider cars have. Even with 15 years in the industry, I am still constantly learning about how different formulations effect different properties and chasing as perfect

a finish as I can possibly get. A couple interesting facts are that you can wet sand and polish many powder coat colours, just like automotive grade paints. Painted parts are not totally smooth out of a paint gun and neither is powder coat. If you want it to be perfectly smooth the parts will need to be wet sanded and polished. Once its out of the oven and cool to the touch, the powder coated item is fully cured and ready to put back into use. If you have any questions you can reach us on Facebook.com/davescoating Instagram @daves_powdercoating or email info@davescoating.com



MOTORCYCLE AWARENESS FOR NEXT GENERATION DRIVERS

Did you ever play the car identification travelling game with your kids: they look for a particular type of car or truck (Kenworth, Peterbuilt etc), or just car colour (tally the points)? Consider playing a similar game with your kids or grand kids to pass the time, but use motorcycles—raise motorcycle awareness at an early age, for our future drivers.

BMOC 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.



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. **Very Tentatively:** Norton International Rally proposed for September 6-10, and Frontier Rally for August 27-29. NOTE THESE DATES ARE SUBJECT TO ALL FEDERAL, PROVINCIAL AND LOCAL COVID RESTRICTIONS AND MAY BE POSPONED OR CANCELLED ACCORDINGLY.

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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.

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plus ça change, plus c'est la même chose.

Public Notice from Influenza pandemic of 1918-1919. And a picture titled Child through a Basement Window during the 1949 Polio Epidemic Quarantine (Life Magazine Oct 3, 1949).

