

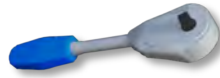


See p. 2 for caption

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Ride 'n' Tune—April 14



Above and bottom: A good turnout for the Tune part of the day.

Right: Allyson MacDonald and Penny Freestone ring the lunch bell

Front Cover: Nigel Spaxman and Lionel King repairing stripped sump bolt on Lionel's Triton



Tools and bolts not to scale!

President's Message - *Nigel Spaxman*

This month I have really been enjoying my BSA Goldstar. I bought it quite a few years ago. I got it running pretty well, and then the crankshaft broke. I ordered a new crankshaft from Phil Pearson in the UK. That took a couple of years to arrive; I guess he had a backlog of work. I did a few other things to the bike while it was apart awaiting the new crank. I built new wheels with a better front brake. I changed the gearbox from the close ratio SCT to the standard ratio STD, so that I could have better ratios for the type of country lane riding I want to do. I also changed the cams from the Clubman ones to the Scrambler ones. It is not a race bike anymore, but it will still be fast.

Finally about two years ago I had it almost ready to go, and while trying to start it for the first time the bike kicked back and destroyed my Achilles tendon. It took about a year for that to heal properly. This year I began having the courage to try again. Finally I have it running right. After practicing for a few weeks, and making lots of adjustments, I have finally figured out how to start it hot or cold in one or two kicks. It is an amazing machine. I am having so much fun tinkering now, doing little things to get it running better and better. Every ride there is one less leak and one less rattle. I only have about 250 miles on it so far but finally I think I have a really good machine. Today I had to do some welding on the back wheel.

I hope everyone in the club can have as much enjoyment as I have had this spring with their old bikes. I have as much fun fixing and tinkering and adjusting as I have riding. We have lots of events coming up to enjoy together with our bikes. The first event the "Ride and Tune" was a success. Lionel's Triton was fixed and Tony Cording's gearbox was fettled, also three pots of chili were consumed. Lots of stories were told, it was great weather for riding so lots of bikes showed up. It was my pleasure hosting this event again.

The next event is the Shakedown run May 11. Hopefully your bike is already shaken down enough to make it to Chilliwack and back. We are planning to visit our member Gill Yarrow who sadly can't ride anymore.

The event following that is the ABFM May 18. This year the featured marque is Triumph. Many of us own Triumph motorcycles, I am hoping we can have a good turnout. I am going to bring a Triumph but I might also bring my BSA as well if I can. It is sure to be a good day wasted as usual. The very next day is the DGR. Hopefully we can have quite a turn out for that as well. I am already signed up. Maybe by then I will have the idling on the BSA improved and the clutch lever effort lightened up a bit as well. (I know how to fix the clutch, the idling I am not sure).

IMPORTANT/MASTHEAD STUFF

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

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

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MEMBERSHIP DUES: \$30/year, USA \$35, Int. \$45. If your bank/credit union has Interac (and almost all do these days) **and** you do online banking, you may send your payment to bmoc.treasurer@gmail.com. Or, make cheques payable to BMOC and mail cheque to BMOC, 3722 197 Street, Langley BC V3A 1B3. Foreign cheques add \$5. Membership forms available at bmoc.ca

Words from the Editor *Shona LaFortune*

Colour me **embarrassed!** I **just** discovered that I hadn't put my contact information in **anywhere** in the last issue. Oops. Thanks to Erin for including my email in her reminders.

Oh well. You know how to reach me now (look at the box above). Or via post: PO Box 1364, Lillooet BC V0K 1V0.

All you lower mainlanders have had opportunities to get out riding. Well, ok, same up here in Lillooet. My husband has taken his Tiger out for a few loops around this gorgeous area, but **all** my bikes are in need of major work, minor work or are serious projects. And they're all for sale, but there's only one British bike among them (which is what prompted me to join this group in the first place).

But it's gardening season and lots of work for the next few weeks. And since I'm not crazy about sending my poor air cooled bikes out on our summer's 50+C tarmac, I usually save my riding for the colourful and marginally cooler fall months.

Thank you to everyone who has sent me articles and photographs. As you know, we publish 5X/year (next issue will be July so I'll be looking for material in June but **please** don't wait.) Send me tales, information, tips, experiences, pictures... At meetings you can only talk to some of the members. **Good Vibrations** reaches all our members and helps tie us together!

Keep those contributions coming! Yes, we have fewer pages this issue. So, **no newsies, no newsletter.**

Big thanks to our advertisers, who help support our club and the publication of our newsletter "Good Vibrations". Please patronize our advertisers. They have what we need when we need it, and will only continue to do so if we give them our support.



BMOC member Andy Davidson rode from his home in Surrey to attend The One Moto Show in Portland. Jim Bush and Elizabeth Trevisan also attended, but did not ride down.



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Emigrating during Covid-19 from Scotland to Canada with my Dawson Motors Wolverhampton (DMW) P200 Mark 1 *Tom Arnott*

My wife and I emigrated to Canada from Scotland in 2021. Both our sons had fallen in love with Canada many years ago and have settled in Squamish, British Columbia. We had agreed as a family that it would be great if we could come out and spend the rest of our lives with them and their families. It wasn't a difficult decision for us and after a long four-year process we were finally granted permanent residency in 2020.

Due to COVID restrictions in the UK we had to bring our moving plans forward. We were given 4 days to pack up all our house contents and have it loaded onto a 40' shipping container and shipped from Scotland via Rotterdam to Vancouver through the Panama canal. As well as my DMW I also brought a BMW R65 registered in 1980 which I have also restored. The shipping company was very helpful and had arranged two crates for the bikes.



Me and the bike on arrival in Canada.

After 6 weeks passage the bikes arrived in Vancouver and my son and I collected them from the shipping agent. Registering the bikes at Canadian customs was fairly straightforward and it helped that the customs officer was a keen biker. I was very surprised to find out that there is no annual MOT or vehicle inspection in Canada and if any imported vehicle is over 20 year old then there is no requirement for it to meet the North American vehicle standards. Vehicle insurance is very expensive in BC and

can only be bought through BC Federal Government so it's a complete government monopoly. (It cost me £1800 to insure our car for a year!) Unlike the UK, in Canada the vehicles are registered with their vehicle registration number (VIN) and not the

number plate. When you purchase insurance you can select a number from the selection the broker has or you are given a number. This number will not be kept by the vehicle if sold. I applied for 'Classic number plates' which indicate that the vehicle is of historic value. The insurance is restricted to social and pleasure use only but makes the insurance much cheaper.

From my early years in the 60's I can remember my father coming home from work on his DMW P200. He had bought the bike new from Gibson's bike shop in Kirkcaldy, Scotland for £135 in 1954 when he was 24 years old. He had traded his BSA



My father, Willie Arnott, with his new DMW in 1954

Bantam for £60 towards the DMW. In later years he told me that he would have to travel to work (he was a steam engine driver) in all weathers even when it snowed. The roads were not treated with salt, as today, but ash was used to give purchase on snowy roads. Unfortunately this would compact and cause rutting. Travelling to work meant that the bike would be in top gear and both feet were used to steady the rider and prevent skidding. His winter weather clothing consisted of railway oilskins and RAF (Royal Air Force) flying boots and gauntlets.

In 1962, due to an expanding family, he purchased a BSA Gold Flash with a two seat Watsonian sidecar. My mother would sit in front with my younger brother on her knee and I would sit next to my sister in the back seat. I recall the trips we had in the sidecar being really fun however, when I think about it now there was absolutely minimal protection for any of us. My father would wear a helmet but occasionally he would wear his old national service army beret! Back in the 60's combinations were common but are now very much a novelty. We, as a family, like many others in the early 1960s purchased our first car, a Morris Minor Traveller and the combination was parked up and eventually, much to my father's great sadness, sold for £60!

My father passed away in 2014 and I inherited his DMW motorbike. The DMW had been stored in the garden shed as my father was a man who had great difficulty getting rid of anything! This meant that the bike remained there, unused for 50 years. When I finally dug it out of the shed 50 years of Scottish winters had taken its toll and the metalwork and engine were both in very poor condition.

I had no experience in motorbike restoration. I had a Honda CB200 in 1977 when I served in the Royal Navy in Plymouth, England but was drafted to a sea going ship for two years so decided to sell off the Honda. I sat my motorbike test later in life in 2012 and that was about the limit of my motorbike experience.

I was not sure where to go with this project but I found out that there was a local Vintage Classic Motorbike Club in Peebles, the town in Scotland where I lived. After contacting them I was given details of a few local members and things changed overnight. Although still a huge learning curve for me, I was put in contact with the many folk who helped me through the project. I was given a copy of OLD BIKE MART and I was amazed at the number of Internet sites and information out there about classic bike restoration. I was lucky that the owner of the local bike garage was a keen restorer of old motorbike and his father had once owned a DMW. It was obvious, that due to the rarity of the bike, getting parts was going to be difficult if not impossible. Fortunately, the bike was intact so through OLD BIKE MART I was able send off the original parts, such as the exhaust, and have a new part made. The piston in the Villiers engine had seized and I had to ship the engine back to Villiers who are based in the West Midlands, England and they rebuilt the engine and gearbox.

Like most of you who have restored old motorbikes the original budget you have in your mind and the final costs never are quite the same. I really enjoyed the restoration but at times found the whole project so frustrating but I guess that is all part of the journey.

History of DMW

I have been very surprised by how many people have not heard of DMW. The majority seem to think it's an East European (DKW) bike or say to me...do you mean BMW? So, I thought I'd give a bit of the history and background to the company.

DMW (Dawson Motors Wolverhampton) was a British Motorcycle manufacturer based in Wolverhampton. The DMW company was founded in 1940 by Leslie (Smokey) Dawson. Dawson, an engineer, made and sold his new invention, Dawson's Telematic, tele-forks which were a telescopic spring and pneumatic front forks that could be 'retro-fitted' as a replacement to standard 'girder' forks. They were easily fitted to most British Bikes. The only bikes at the time to have telematics forks were expensive BMW machines, which were all patented so that they couldn't be copied. Dawson is also credited as inventor of the swing arm suspension (UK patent October 1939), Telematic forks (UK Patent May 1943), and Dual front brakes (UK patent January 1945). It cannot be underestimated the significant contribution that Dawson made to motorcycle design.

2024 UPCOMING BMOC ACTIVITIES (and other events of interest)

May 11	BMOC Shake Down Ride Fort Langley to Chilliwack to visit Gill Yarrow and present him with the Lifetime Member award. Watch your emails for specific details coming soon..
May 18	All British Field Meet at Van Dusen. Featured marque: Triumph . Classic cars and motorcycles. Entry forms and info: westerndriver.com
May 19	Distinguished Gentlemen's Ride BMOC and BMOCOK Dress up and ride along, or please sponsor https://www.gentlemansride.com/team/WestcoastBMOC https://www.gentlemansride.com/fundraiser/BMOCOKanaganChapter
May 19	BCCOM Swap Meet —23448 105 Avenue, Maple Ridge (Exhibition Building, Albion Fairgrounds)11-4. Vendor space: office@bccom-bc.com
May 24	The Motorcycle Film Festival (TMFF) at the Rio Theatre, “promising a fresh lineup of throttle-twisting films.” Presented by Trev Deeley Motorcycles. Advance tickets \$25; \$28 at the door. Doors 6:30; start 7:00. https://riotheatre.ca/event/the-motorcycle-film-festival/
May ???	BMOC Duffy Lake Ride—details TBA
June 16	Father's Day British Car and Motorcycle Show, Beacon Hill Park, 10-2. Free, no registration required. and Old English Car Club Father's Day Show, Vernon and CSN Collision Father's Day Car Show, Kelowna City Park
June 16-21	Northwest Norton Owners Winthrop Campout, Pine Near RV Park; https://www.nwno.org/
June 20-23	Washington Vintage Motorcycle Rally—Winthrop https://washingtonvintagemotorcyclists.org/
June 29	10th Annual Vintage Canyon Run , Roar Thru Hells Gate; leaves Duke's Pub (41582 Yale Rd, Chilliwack) at 9 AM

Continued on next page

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July 5-7	Riondel Campout—BMOOC OK—details to come
August 23-25	Jaguar/MG car show at Douglas Park in Langley This year, British motorcycles are invited! (\$10 to enter) Tons of information at: https://jaguarmg.com/2024-heritage-classic/ (website can be a little slow; please be patient)



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Distinguished Gentlemen's Rides May 19, Vancouver and Okanagan. See details in events table. A very worthwhile activity for men's health.



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BOOK REVIEW *Jonathan Hill (Dorset)*

“British motorcycles 1945-1965”

From Aberdare to Wooler

Author: Rinsey Mills

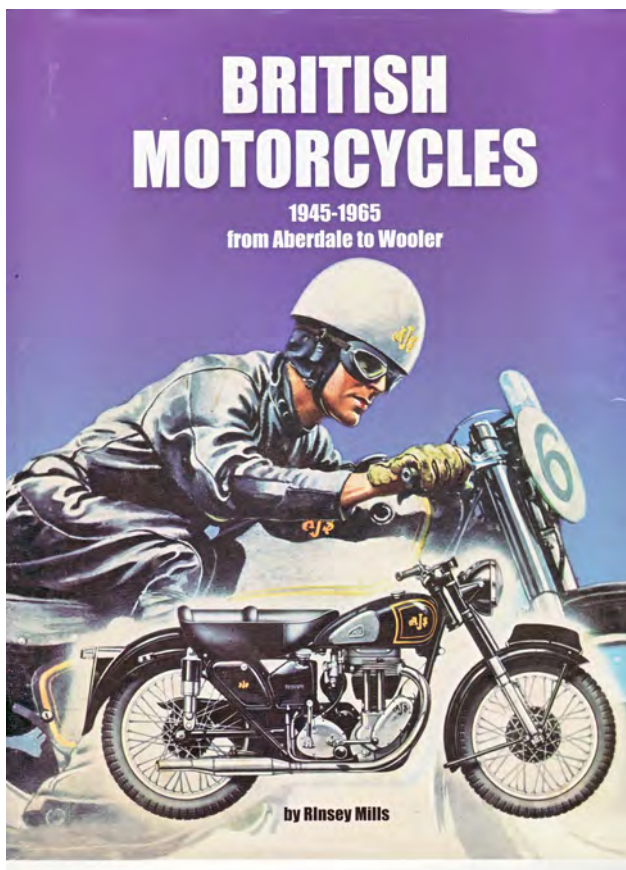
Published by: Herridge & Sons Ltd, Lower Forda, Shebbear,

Beaworthy, Devon EX21 5SY; E-mail: info@herridgeandsons.com

Hardback, 210 x 270mm (portrait); 600 pages with over 1,500 illustrations.

ISBN: 978-1-906133-61-0; Original price: £60 GB; \$76 USD; \$103 CAD; \$117 AUD.

Aberdale? Never heard of them? Well, they made motorcycles and small-capacity two-stroke motorcycles under the name of Bown in Wales in the '50s. The obscure four-cylinder Wooler, however, should be of interest because of the fascinating eccentricity of John Wooler's designs. In between the letters A and W you will find all the familiar names, with a number of unfamiliar ones and lost causes too.



As for the bigger makes, the book contains 75 pages on AJS and Matchless, 27 on Ariel, 67 on BSA, 41 on Norton, 46 on Royal Enfield, 82 on Triumph, 33 on Velocette and 20 on Vincent.

There are two very special features about this book: The first is that it gets closer to the subject bikes and goes deeper into their make-up than any other encyclopaedic study of the British motorcycles of the period. The second outstanding feature is the nature of the illustrations, which are all reproduced from the manufacturers' contemporary sales brochures and advertising. They range from the comparatively (and surprisingly) workaday publications of Vincent to

the fabulous artwork produced by the likes of Ariel and Triumph.

The book is structured in such a way that each maker gets a historical introduction, followed by generously captioned illustrations, in chronological order, of the range of bikes they made, along with updates and revisions. The captions are not just labels to the pictures but discuss the bikes in some detail, with insights into their characteristics, technical aspects, on-road behaviour and performance, with quotes from contemporary road tests and input - often witty anecdotes - from the author himself, who is familiar with a great many British bikes of the period and has more than 50 years of personal experience of them. Compiled mainly from his own considerable archive, author Rinsey Mills stresses that this unique and high-quality book is not intended to be encyclopaedic, but is eminently readable and a comprehensive and reliable reference source.

It is interesting to see how the machines evolved over the years, especially the off-roaders (when did you last see a 250/350cc Panther Stroud trials model?) and racing models.

Now out of print, but available online, the dedicated reader/restorer will be ably rewarded for his efforts in finding a copy this superb 600 page tome with over 1,500 illustrations. Highly recommended.



"Perhaps you need more room for your collection of Vintage British Motorcycles, or maybe you need to downsize, since now you are down to one Brit. Bike. It can be a complicated affair, tinkering with Motorcycles.

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Two Wheels Countless Woes *Tom Lucas*

In the midst of an early fall, I found myself embarking on a quest for a winter project. Little did I know, it would lead me down a path of hilarity and whitewashed antics. It all began with a simple ad beckoning me towards a well experienced 1959 AJS 18 CS, nestled in the remote town of Silverton, BC, near Nelson. With the gleam of adventure in my eyes and the whimsy of another vintage bike in my heart, I set off on a journey that would test my mettle and my sense of humour.

As fate would have it, the bike belonged to the third owner, Howard Turner, a man who had lovingly cared for it for over four decades. A deal was struck, with the added bonus of the bike being delivered from Silverton to friends near Nelson. Paul and Julia would load this iron machine into their truck and deliver it to its new home. All along the journey there were questions and quizzes about this well weathered contraption with a monstrous single cylinder. Little did I know, this was just the beginning of a series of comical escapades that would define my winter project.

Enter "The Mild Ones," a well-informed group of experts in all things motorcycle-related. These "Elders of the Asphalt," descended upon the vintage AJS like a flock of seagulls to a discarded container of fish and chips. Their keen eyes spotted



non-original nuts and bolts with the glee of youngsters finding the non original parts. Ridged handlebars, chromed oil tank, and toolbox, and incorrect silencers were all fair game for their scrutiny. And let's not forget their sage advice to add an "upswinging silencer" during the rebuild process, as if we were crafting a masterpiece of culinary art rather than restoring a vintage bike. All comments were appreciated, as they would assist with a more authentic product.

In need of assistance, I turned to the local BMOC for guidance. Wayne Dyer suggested John Martin, an electrical engineer with a passion for two-wheeled contraptions and the patience of a saint. Most rainy Sunday afternoons (we have a lot of them in North

Vancouver) from October to March, John and I toiled away, stripping the bike down to its bare bones, taking copious notes, and snapping photos like tourists on a once-in-a-lifetime vacation.

Little did I realize that my role as the documentarian would be riddled with mishaps, as my ADHD-ridden brain and dyslexic tendencies seemed determined to sabotage his efforts. Bags were separated from there labeled bits, and photos failed to properly convey the nuances of the bike's quirks.



Despite the chaos, parts were ordered from far-flung corners of the globe, with shipping mishaps providing comedic relief in the form of mistaken identities and transcontinental mix-ups. Who knew that a simple order from an eBay seller would lead to a friendship with another fellow named Tom from New Zealand, bonded by a shared love for vintage British motorcycles and a propensity for shipping blunders?

At the end of each mechanical session, we enjoyed a cool Steamworks IPA and planned the next session. But through it all, John's brilliance, tenacity, and unwavering patience prevailed. With new fenders, a proper headlight, a refurbished seat, new wheels, tubes, tires, and a host of other upgrades, including local machinist Dave Swan, who made all of the mounting bolts threads and all, the vintage AJS began to take shape once more. And as the target date of April 1st loomed closer, I bestowed upon John the honour of starting the engine on the 10th of March, crossing my fingers and wishing silently that his luck would hold and no bones would be broken in the process. This bike can deliver a wicked kick.

As the engine roared to life, echoing through the moist winter air, I couldn't help but marvel at the journey we had undertaken. From the colourful autumn trees of Nelson to the far reaches of the wet coast, our winter project had transformed into a tale of puzzles and camaraderie, and the enduring spirit of adventure. And as we revved the throttle, the echoes of our misadventures shooting out of the new silencer, dancing in the wind, I knew that this was just the beginning of our two-wheeled escapades.

Special thanks to Mike at Walridge Motors and Matchless Carl on Facebook for their knowledge, time and service, ideas and parts.

BMOC Executive 2023-2024

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Vice-President: Erin Reddy

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Meetings and Membership Information

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

The West Coast British Motorcycle Club (BMOC) was established in 1985 and is a registered not for profit society dedicated to the preservation, restoration and use of British motorcycles. Our newsletter, **Good Vibrations**, is published five times a year and is intended to inform and entertain our members. Articles appearing in this newsletter do not necessarily reflect the opinions of the BMOC. Technical tips, views and opinions expressed in this newsletter are those of the authors and do not necessarily represent or reflect the position or policy of the editor or any other BMOC officers.

We welcome all contributions from our members. “want” ads and “for sale” ads are free to members. They must be limited to motorcycles or motorcycle related items. “For Sale” ads are printed with the good faith that the seller’s description of the goods is fair and accurate. **The BMOC assumes no responsibility for the accuracy of the advertisements.**

Visit the BMOC website, BMOC.ca for a full colour version of *Good Vibrations* and the latest event calendar. Help us keep in touch. If you have changed your mailing address, phone number or email please inform the Club Secretary.

BMOC is a member of and supports [AIM](#) and [BCCOM](#).



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Ace Moto Show

A number of our members participated in and/or visited this unique show on February 24 and 25 in Vancouver. Unless otherwise indicated, photos are © John Pantherbone. This is a custom show, so enjoy these snippets of creativity (weirdness),



John Pantherbone with "old school" technology, a film camera! (That makes at least two BMOC members who use film, and Pentax, your Ed. being another).

Photo © E. Trevisan



Ace Moto Show, cont'd.



***Congratulations to Gill Yarrow
who will be presented a Lifetime
Membership at the shakedown
ride on May 11.***



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The CSR that wasn't *Tony Cording*

I just joined BMOC, and was given a warm welcome at the test and tune, enjoyed Nigel and Allyson's chilli and never ending coffee, so time to reciprocate with an article about a restoration recently finished.

In addition as I have no history on where this motorcycle came from, if someone at BMOC remembers it, please let me know.

It all started 65 years ago in the UK when Vic Willoughby, a well respected motorcycle journalist, did 100 miles in 60 minutes on a 600 cc Matchless G11CSR at the MIRA test circuit. That was a WOW moment for the AMC brand at the time, followed two years later by an AJS CSR win at the prestigious Thruxton 500 miler, finally breaking the Norton/Triumph domination. It was also a wow moment for me as I made the decision I had to have one. But finances decreed that it would be many, many years later before one came my way.

Idle conversations sometimes bring surprising results. My good friend, the late George Hacking, was over from the Island for a visit and we all know how it goes. Bench racing, bikes we have seen, and occasionally the ones that got away. I mentioned in passing my still unfulfilled passion for a CSR when George casually replied he had a

CSR basket under his bench. Enough said; George and I did a deal, but with a caveat which will leave you all in envy, George said he had to build the engine. Who was I to argue, an offer I could not refuse. My job was everything else.

My dream bike eventually arrived, the gas tank and side panels were

already painted a delightful brilliant red, but the rest was standard grungy basket case material. Won't bore you with the rebuild process, many of us have been there and done that, but a mystery was starting to unfold. Was it in fact CSR..... The gas tank was



In front of the Commando frame is what arrived, sans engine of course...

peanut sized, it came with brutal cast iron footpegs, the rear subframe had no provision for passenger footpegs, the exhaust pipe was so curly and close to the frame the front oil pipe had to be routed forward and under the engine, and the muffler pointed skywards. After consultation, it looked like the previous owner had set this up as a competition CS. It was not a numbers matching, the cases were from 1958, the frame a twin down tube '60 CSR, perhaps there had been a catastrophic

event at some time in its life. So ladies and gents: anyone



Left: the "brutal" cast iron footpegs

remember this bike??

George did a wonderful job with the engine, I did what I had to do with forks, wheels rebuilt by a friend, wiring and mag by a another friend, seat from overseas,



Above 2 photos: Where George Hacking and his elves did their thing

fenders and stays from Walridge, exhaust pipe, muffler and oil pipes by yet another friend (lovely to have mates), tires and tubes from Fortnine, lots and lots of parts from AMOC in the UK, and then it was done. A couple of fiddly bits still to be finished and then on the road again.

Looking forward to attending BMOC events through the summer. Thanks for reading.

