

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Oct. 2020



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2020 UPCOMING BMOB 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.

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 Bards;ey, bmoc.treasurer@gmail.com

Review Committee: Daryl Brown, Todd Copan, Peter Vanderlooy 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



BRITISH COLUMBIA COALITION
BCCOM
OF MOTORCYCLISTS

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.

Correction to August issue. The Editor apologizes to Shad Lievesley for the misspelling of his name in the Showtime article.

Presidents Message:

Hello BMOC members, well this has been a difficult year, specially keeping in touch with each other. We have all been trying, mostly we have been riding, as well as being in our own little groups here and there. Just a note there is a group of us that have lunch every Friday at 11:30 at the Dublin Crossing Pub in Cloverdale, seating is kept at 6 people per table but all are welcome to drop in for lunch and a pint or coffee. It's unfortunate that the 2020 fall BBQ as well as the 2020 Christmas party have both been cancelled.

This is the fifth Good Vibrations Publication this year thanks to George Fenning who is our Editor, as well as receiving contributions from the writers. I'm asking again (I know like a broken record) for articles and input from members. A little bit more enthusiasm from members to write down some of the things you have done over this last year, would be appreciated. Please, please contribute, we all have stories and we need to hear from all of you about what you have been up to, no matter how short your article is we are all interested. Restorations, rides what ever you want to contribute, please share with us.

The Burnaby Rugby Club remains closed while the pandemic continues, we are not sure of the timing by the council of the Rugby Club as to when they will be opening again, but for now it's closed at least until next year. It is unfortunate that this has happened and that we are reduced to meetings on ZOOM, however as things get more relaxed. We have been considering having parking lot meetings outside at the Rugby Club which will be bring your own chair and weather permitting. This is something we have been considering but have yet to get membership approval as well as discussion, hopefully we can table this idea in the November meeting.

We have had a few rides that have been very successful, with great attendance and are planning to try and continue into October with the weather permitting, so keep looking at your E Mails that your Executive send out.

I'm sure you all know that the BMOC Executive have been meeting every month via Zoom. Copies of our minutes are being circulated each time. August and September your Executive arranged a membership wide Zoom meeting which has been a struggle getting attendance, I'm not sure why, but we have asked for feedback on the last Minutes that were circulated. Please take the time to let us know how you feel about Zoom meetings. if you have any pointers, please help us improve. Keep in mind this is your club and we as the Executive are trying to keep the interest going so feedback as well as participation is very important. What you have to say as members is extremely important. We know that we cannot please everyone, but we are trying to please the majority.

Our Annual General Meeting was on the 8th of October, this was a Zoom Meeting. As discussed previously and also tabled by a few members the current, 2019 / 2020, Executive is willing to run again. This being said we are having a change in the position of the treasurer who will be Ian Bardsley, with Peter Vanderkooy moving to the review committee. One position that remains open is Rides Captain, this year this position has been shared by members of your Executive as well as participating members.

Lets hope that 2020 / 2021 will be better, with some more rides and hopefully get togethers. The INOA rally is still being held in Lumby starting the 12 of July, with all British bikes being welcome. If the USA travel is still restricted then this will, become a Canadian event, for which we have the approval from the INOA to still continue.

Keep the rubber side down and I hope to see all of you at our AGM in October, if not before that.

Cheers, Geoff

Crankcase Ventilation

The following will be of interest to those who aspire to a “leak-free engine” – a laudable, but often temporary goal. It applies to single cylinder and 360° parallel twins 4-stroke engines – which covers the majority of Classic bikes owned by BMOC members. The roll of the crankcase and gas flow in a 2-stroke engine is a more complex, and some might think, convoluted tale.

We’re all familiar with Engine Displacement – the volume of gas compressed by your piston(s) as they oscillate within the cylinder bores. Usually measured in Cubic Centimetres, it correlates closely with power output of your engine, although many other factors determine the actual power produced.

Not as much consideration is generally given to what happens on the underside of the piston, but it’s easy to understand that the piston displaces exactly the same amount of gas inside the crankcase as it does within the cylinder. Unlike the topside, where the combusted gases are vented through the exhaust system into the atmosphere, destiny of the displaced crankcase volume is less clear and bears some thought.

In the simplest arrangement, the crankcase is vented directly into the atmosphere through an orifice of some sort. Every time the piston falls, the crankcase blows the displaced volume to atmosphere, and every time the piston rises it sucks that volume back in again. This sucking and blowing via the orifice inevitably consumes some engine power.

If the crankcase was entirely closed, pressure builds as the piston falls and drops again as it rises. Power is lost in compressing the crankcase, but returned as the piston rises. Unfortunately, pressurizing the crankcase tends to force oil out of any imperfections in the sealing surfaces – cylinder base, crankcase halves, rocker covers, timing case etc.

Many engine designs deal with crankcase venting by using a timed breather which approximates a one-way valve. The breather opens to vent the rising crankcase pressure to atmosphere and then closes as the piston rises. This leads to a partial vacuum in the crankcase – i.e. its absolute pressure is less than atmospheric – while the engine is running. The engine benefits in two ways:

- Reduced power loss due to venting

- The partial vacuum helps keep the oil within the crankcase

My Norton ES2 500cc single has a timed breather arrangement that vents oily crankcase fumes onto the drive chain. My Norton Commando 850 vents via the oil tank, however I fitted a one-way valve* into the vent hose which led to a remarkable improvement in its “continence”.

Another aspect of Norton’s and some other marques is wet-sumping – the gradual draining of oil from the oil tank into the crankcase while the bike is not in use. Regular use solves this problem by pumping the oil back into the oil tank. If the bike is left for an extended period, the accumulation of oil in the crankcase can lead to problems. The oil accumulated in the crankcase reduces its air volume and leads to substantial pressure (as above). I have experienced blown cylinder base gaskets on both the above bikes that I attribute to excessive pressure associated with wet-sumping. If the bike has not been used for a few weeks, I now drain the crankcase oil and restore it to the oil tank prior to starting.

It’s worth noting that both of my Norton’s have factory anti-wet-sumping valves built into their oiling system, but although they slow the process, they do not prevent it.

*Dorman 80190 Brake Check Valve

Ian Bardsley



Kaslo Rally 2020

I suppose the 38th Annual Riondel Vintage Motorcycle Rally may have been the 1st Annual Kaslo Vintage Motorcycle Rally.

The campground at Riondel didn't open for the 2020 season because of Covid 19, so the usual suspects from the Okanagan made alternate arrangements in the town of Kaslo.

Kaslo, if you don't know it, is a delightful and historic little place on the west shore of Kootenay Lake, 70 kilometers north east of Nelson, or 30 minutes north of the Kootenay Lake ferry terminal at Balfour with great riding roads in all directions. Although the population only hovers around 1000, in contrast to Riondel, Kaslo is the big city with its stores, pubs, restaurants, gas stations. The town, or rather the village, was founded in 1893, so has some history from its silver mining and transportation past and WW2 Japanese internment. Its lakefront is dominated



by the restored C.P.R. sternwheeler "S.S. Moyie", a National Historic Site and museum and well worth a visit.

Kaslo is the hub for a number of great riding opportunities, out and back or circle routes. Head north along the lake on 31 to the Lardeau River (or all the way to the Galena Bay ferry via Trout Lake if gravel is your thing), or north west to New Denver and Sandon on 31A or south on 31 to Ainsworth Hot Springs, Balfour and Nelson, return the way you came or make a loop of it.



The rally (although the 2020 version was more accurately a gathering) was held at the civic campsite at the southern edge of the village, adjacent to Vimy Park with its large grassed area, bandstand, covered group picnic area and ball field (unfortunately this area was closed for group camping because of Covid concerns). Our group was assigned sites on the upper ledge of the camp ground which soon filled to Covid capacity and participants overflowed to other sites. Patrick and Ken had the most unique site – inside, yes, inside a tree.

There was no catered dinner at this year's event, so participants were on their own for meals and several of the restaurants in town were closed for a variety of reasons. The hotel pub was even closed - shortage of serving staff! Thankfully, the Angry Hen Brew Pub, Chez Serge at the Husky station and El





Corazon, among others were open. A group of 10 enjoyed a Mexican meal at El Corazon on Friday evening (2 tables). Fortunately Richard had the foresight to make a reservation - otherwise we would have been in for a lengthy wait.

The Friday night highlight for Elma, Sandra and Jane was picking through the assortment of free items on the grass outside the Abbey Manor seniors housing on the way to dinner – ask Elma about the turkey platter. One of the items was a coffee maker which was put to good use on Saturday morning but which fizzled out on Sunday.

On Saturday a group rode to the Mount Buchanan fire lookout tower, including 12 kilometers of gravel forestry road to the site where they were rewarded with a magnificent view and a glimpse of what life was like for fire observers in the 50's and 60's in the restored tower. Others took the road north to the end of the pavement at the Duncan Dam.

Saturday afternoon's highlight was Bob arriving with his 1914 James in tow. Nigel and Mark took the opportunity for a short ride on the James to experience what riding was like 100 years ago. Steve, the former caretaker of the historic generator in Sandon arrived wearing his now vintage club jacket with a photo album under his arm and entertained the group with stories on motorcycling in the 50's.



With no organized dinner planned for the Saturday evening, groups went off in search of food and libation. The evening was capped off with a campfire and an evening of lies and laughter until the camp matron sent us all to bed.

I left early Sunday morning to catch the ferry so can comment no further.

I believe that everyone enjoyed themselves. The site was good, Kaslo's location and variety of potential activities were very good. Perhaps it was not a rally as such, but it was great to meet up with old friends, to make new ones and to think about those who were missing. Thanks to the organizers and participants and will there be a 2nd Annual?

PS – there are still a few 38th Annual tee shirts left, it's sure to be a collector's item – contact Mark Smith (duckyss99@hotmail.com).

Photos and text by Bevin Jones

BMOC Summer Ride: The Fraser Valley Classic

Most of us had to re-think our vacation plans this year: Covid-19 made sure of that. It also became clear pretty quickly that we would be unable to hold our regular monthly meetings at Burnaby Rugby Club because of the restrictions on gathering size introduced by the province, and the fact that the Rugby Club was closing for the foreseeable future.

That meant many of our Vancouver-area members would be staying at home for the summer with no opportunity to meet up with fellow members to kick tires. What to do..?

We decided to expand our rides calendar to focus on local rides that would provide an opportunity for socializing—at an appropriate distance, of course. The first of this summer's rides was an old favourite: the Shakedown Run. Our second Summer ride was our tour of the western reaches of the Lower Mainland around South Delta. (See August GV Staycation Ride))

The next chapter in the summer 2020 rides season I've called the Fraser Valley Classic. Group Leader Peter Dent had distilled some of the best riding roads between Fort Langley and Mission. And instead of staying south of the Fraser, Peter added a bonus: we would cross to the North Shore to enjoy Sylvester and Dewdney Trunk roads.



So on Sunday August 23rd, around 20 members arrived for the start in Fort Langley. I counted two Vincents (Jim Bush, Nigel Spaxman and Allyson MacDonald), three Hinckley Triumphs (two Bonneville's and a Thruxton), Ian Bardsley's 1957 Norton ES2; John Martin's Speed Triple; Kon Johansson's 1974 Commando Roadster; Peter Dent's Enfield-Imp; Lyle

Whitter's 1953 Ariel Square Four; Steve Snoen's 1956 BSA C12; and my 1970 Bonneville T120R. Also arriving for the start but not the ride was a delightful 1931 BSA 350. (And would the owner please contact me, robert@smith.bc.ca? Thanks!) Also on the ride...Kim Spencer's very tasty black Commando fastback, and an intriguing BSA-Norton hybrid, with a Commando engine in a BSA frame.

The ride got off to an entertaining start—for me, anyway, and probably for those watching. Turning out of Mavis Avenue on to River Road, I hit a patch of gravel. The back wheel tried to



overtake the front, with the result that I ended up in the ditch. Fortunately, the bike stayed more or less upright—and no one took any pictures! Nothing hurt but pride—though the Bonnie added some grass stains to the mufflers.

Peter took us over some familiar roads as far as Mission, where we crossed the Fraser and turned East on Highway 7 to Hatzic and Dewdney. Here we turned north on to Sylvester Road, connecting with Dewdney Trunk Road for the run to our destination, the Black Cat pub in Maple Ridge. Other than my off-road excursion at the start, we only “lost” one rider. Kon Johansen’s Commando developed a charging issue and retired. We hope to be able to add at least one more ride before the rains start in earnest. Watch your email for updates!

Text and Photos by Robert Smith



Frontier Rally 2020

This rally was initiated and organized by Colin Kelly 3 years ago and was held at his place in Williams Lake, this year during the weekend of August 15th and 16th. I left Maple Ridge Friday morning to meet up with Ken Davies, from the island, in Agassiz. This has become a regular thing for us after we met up in Lumby at the campground on our way to Riondel one year. We didn't recognize each other initially, but after a while realized that we had ridden to the INOA rally in Wyoming together back in 2013. It was a beautiful morning, in the mid-twenties: perfect riding weather as we wound our way up the Fraser Canyon. At Lac La Hache, we had stopped to rest when Nigel and Alison flew by on the Vincent. Eagle-eyed Alison spotted us and Nigel turned back to greet us. They had come up the Duffy Lake road where Jim Bush experienced problems with his Vincent which forced him to abandon his plans to continue. We finally arrived at Colin's place and found a spot to pitch our tents in the large back yard overlooking the lake. Ken Jacobsen, Grant Surby, George Cameron, Tony McNeil, Richard Lucas and Andrew Davidson had already settled in. Shad Lievesley rolled in at 11 pm, having left Vancouver at 5 p.m. Tony brought along his granddaughter, Madison, for the ride. This estate includes a large (read very large) shop, a proper pub, a barbershop, chickens, a swimming pool, a fire pit and a portapotty (rented). I lied about the barbershop.....but not about the pub.

Saturday proved to be another glorious day, warmer than the previous day. Up on the plateau the weather can change pretty fast and in prior years has brought rain. This was not to be as we gathered for a run up Hwy 20 to a lookout over the river. It's a relatively short ride but very picturesque. Some of Colin's buddies joined us for the ride. I believe there were 17 of us in total, with a Vincent, several Commandos, 2 Thruxtons and possibly a Bonnie to represent the club and of course, a few European and Japanese contenders to round off the group. We spent the rest of the afternoon sipping beer, telling stories and generally enjoying the summer weather. Colin's son James and his wife are fantastic hosts. They and some of their family worked diligently at preparing a sumptuous meal (worth the trip alone) consisting of Caesar salad, beef dip and homemade fries, with plenty enough of seconds. Made me feel a bit guilty for lazing around all afternoon. Just a bit.

Andrew had gone off on his own to explore the backcountry on his newish Honda Africa Queen. He returned at about 7 pm, having crashed the bike on a back road that had narrowed to a trail. He had injured his rib cage and was understandably sore. The bike had sustained some peripheral damage but could still be ridden. Afraid that he might be unable to ride the bike the next day, he rolled up his tent and made for home just as the sun was setting. This is not a good time to ride especially with the amount of wildlife around. We were unable to dissuade him and watched him ride off into the setting sun, quite literally. I can report that he made it home in one piece and did not suffer any other injuries.

Sunday morning, Colin cooked up some eggs (from the chickens, of course) and provided toast and coffee. I should mention at this point that Colin does not charge anyone for anything. The BMOC does contribute to the cost of this event but that alone does not cover the total cost. We definitely should remedy that situation as this rally has become an annual event. It's always nice to get together with club members, from the interior and from the island and this central location makes for a great ride. I highly recommend it. Just might see you there next year

Patrick Jaune

Letter to the Editor

Good day Geoff and Peter.

I was wondering if you could forward this to whomever is doing the next newsletter, to see if the following ad (or something similar) can be included in it to help find a particular motorcycle from years ago. Any assistance or advice on finding the bike in question would be greatly appreciated. Here is the suggested ad.

"How many of you have regretted selling that one bike (or two) that you would love to have back? This might be your chance to help someone in that very situation. I recently met a great gentleman (Ron) from Maple Ridge, in his late 60's who would love nothing more than to be reunited with his first motorcycle, a 1968 Triumph chopper he made as a teenager growing up in the lower mainland. I offered to reach out to the BMOC membership to see if they could help: this is my attempt, and attached is a photo of Ron's old bike.

Ron put his heart and his sweat into building this sweet, and distinctive, 1968 Triumph chopper in 1972. I believe he even put it into some local motorcycle shows and won some awards. However, he sold it in 1975 to a man named Doug Plastow, who was living around Pitt Meadows at the time. Ron believes that Mr. Plastow stayed around Pitt Meadows for about four (4) years and may have sold the bike locally, or he might have taken it to Alberta where Ron believes Mr. Plaskow moved to in the late 1970's. I have not found anyone with that name locally, and there are too many in Alberta with similar names for us to search every one of them. If you have any information that might help Ron or I find the bike (or even just find info about what happened to it or to Mr. Plaskow, or someone I can contact who might have information we could use to find the bike), please give me a text or a call. Thanks in advance. Lorne Lachance, 604-809-1497."



Showtime Excellent Show That Never Happened

At the 2010 Tradex Show, part of our display had Dave Woolley ensconced in the "BMOC Garage" where he worked on his BSA Café Racer while show patrons watched and learned. It proved to be very popular. The show committee had discussed expanding on this idea and incorporating it as a basis for a complete show. By the fall of 2013 we had fleshed out the bones of the idea into what we considered to be a workable project, possible even for the 2014 show.

The project would involve securing a bike, completely restoring it and raffling it off with the proceeds going to a charity. All this would take place at the show.

The bike was to be donated or if necessary, we could purchase it. A team of BMOC members would do all the work on the bike at the show in full view of the public. The bike would be completely dismantled and teams of members would do the restorations on individual portions of the project over the duration of the show. The bike would then be put back together, started and the draw would take place at the end of the show.

We envisioned all the necessary parts and possible any off-site machining and painting for the restoration would be supplied free from suppliers willing to support the charitable nature of the endeavor. We had talked to some suppliers and many seemed keen to help, especially those that advertise in GV.

We planned on a small static display of 3 to 4 bikes, possibly the same model and vintage of the bike we were working on just to let people see what the final result would be.

We also contemplated BMOC members selling raffle tickets around the display area. We had hoped for sales both at the show and at the contributing suppliers to be about 250 tickets at \$20.00 each for proceeds of \$5,000.00.

Unfortunately, time restraints kept us from proceeding with this for the 2014 show. But we did have a few good leads on a donor bike and commitments from some suppliers to supply parts and even interest from an industrial furniture maker who was willing to supply the workbenches for the teams to work at.

With the death of Club President Dave Woolley in the spring of 2014 interest waned for this project and it was never presented.

Earlier this year we were asked by well-known local motoring scribe Brendan McAleer if anybody in the club had a Vincent Black Shadow available for photos to accompany an article he was writing for Hagerty Media. No club bikes were available so we contacted well known Vincent aficionado Robert Watson of Langley who kindly supplied a photo of his bike on the Duffy Lake Road.

Wayne Dowler



Mad Englishman and the Black Shadow

The article chronicles some of the antics of a British Commando known as “Mad Jack Churchill”. Published with the permission of the author.

<https://www.hagerty.com/media/automotive-history/the-mad-englishman-and-the-black-shadow/>

Wayne Dowler

September 21 – A Most Important Day For British Motorcyclists

On September 21st 1756 John McAdam, the surveyor who introduced the macadam system of road surfacing, was born in Ayr, Scotland.

John Loudon McAdam was born in Ayr, on 21st September 1756. Some sources will state 23rd September but this seems to be a point of contention amongst local historians.

McAdam moved to New York in 1790 to make his fortune. Arriving at the dawn of the Revolutionary War, he began working in his uncle’s business and became a successful merchant and prize agent (in essence, a fence who takes a cut from selling off the spoils of war).

Returning to Scotland, he purchased his own estate and soon became involved in the maintenance and governance of Ayrshire, becoming a road trustee.

At the time, roads were either dirt paths susceptible to rain and mud, or very expensive stone affairs that frequently broke down not long after whatever event precipitated their construction.

McAdam was convinced that massive stone slabs would not be needed to carry the weight of passing carriages, as long as the road was kept dry. McAdam came up with the idea of raising roadbeds to ensure adequate drainage. He then designed these roadbeds using broken stones laid in symmetrical, tight patterns and covered with small stones to create a hard surface.

McAdam discovered that the best stone or gravel for road surfacing had to be broken or crushed, and then graded to a constant size of chippings.

The water-bound macadam roads were the forerunners of the tar- and bitumen-based binding that was to become tarmac. The word tarmacadam was shortened to the now-familiar name: tarmac. The first tarmac road to be laid was in Paris in 1854, a precursor to today’s asphalt roads, also called TarmacAdam of course.

From <https://scotianostra.tumblr.com/>

Submitted by Bevin Jones

For those interested in other club newsletters around the world here is a link to The VMCC of Victoria Australia newsletter issue No. 596 Oct Nov 2020 “Exhaust Notes”:

<https://nla.gov.au/nla.obj-2860068667/view>

INOA 2021 Rally Nortorious 2 – Fall 2020 Update.

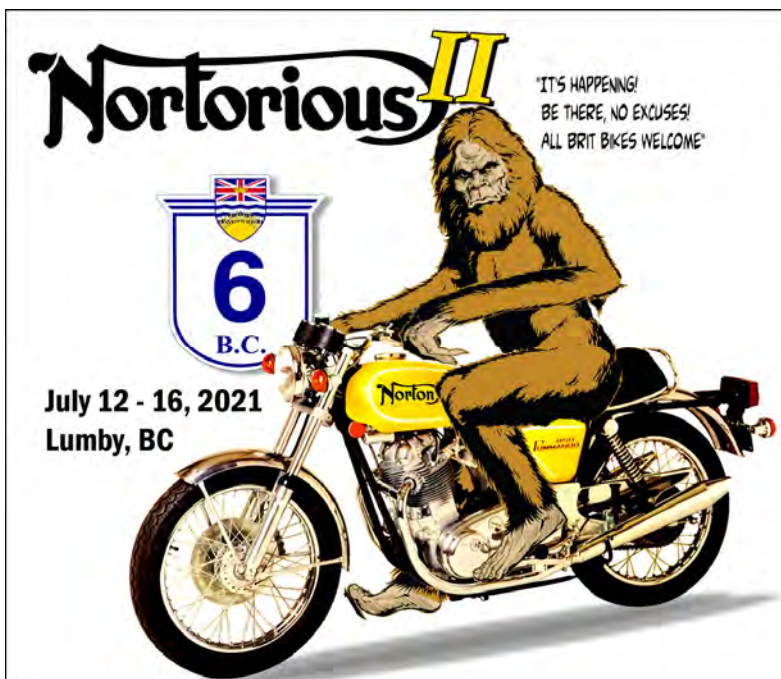
Six months into our strange new world and the BMOC Okanagan **are still** very much looking forward to hosting the 2021 INOA Rally in Lumby BC from July 12-16, 2021. Of course, we cannot predict exactly what will happen with COVID and whether we will be able to have a true International Rally or a Canadian only event. The good news is that we have discussed with Suzi Greenway and the INOA will support us if it is indeed a Canadian only event. We have a meeting next week to provide a carefully worded update for the rally website (www.nortonrally.com).

BMOC Okanagan will be updating all our Lumby partners again in the middle of the month to let them know that **we will continue** with the event, but may need to look at options to scale back our numbers depending on the situation in Apr 2021. This is probably the last safe moment in terms of getting Rally T shirts done etc. Just a reminder we will encourage all with an interest in British Motorcycles to attend – if you happen to have the best one (Norton of course) all the better.

Meanwhile over the summer, the Okanagan Chapter has been busy confirming routes for group and self-directed rides over the summer – way too much fun exploring some lesser known but still great roads in the area. We will start doing a ride of the month beginning in Jan complete with route cards that can be downloaded prior to arrival.

As previously forecast, we will postpone taking bookings until we are confident that COVID is not a serious threat to the event. For now we would love you to block off the Rally week in your new 2021 callender and remember if you are a potential rally goer you can let us know your intentions by sending us an email at inoalumby2021@outlook.com or by clicking on the 2021 Rally Inquiries link in the menu to the right.

Best wishes Nigel BMOCO Rally Chair



2020 BMOC AGM

The end of 2020 found us having to do our AGM by Zoom, which seems to have become the normal no for the time being anyway.

We had a good attendance of 21 members, so a quorum was formed. The start of the meeting was about 7:15 and slowly members joined, it was great to see some old faces as well as people from out of town. Speaking of out of town, Zoom is a great way to have members that live out of the Lower Mainland who cannot normally attend these meeting.

Our regular business was discussed, and everything was approved, with some discussion. Minutes of this will be e-mailed out to all members in good standing. In brief: the year 2020 will go down in history as one of the most difficult years for the BMOC with no physical meetings and very little personal contact until the middle of July when a few rides being organized Thanks to Robert Smith, Peter Dent for arranging some of them and thanks to Alan and Judy Comfort for hosting us at MOTO LARGO on the Sunshine Coast ride.

Erin Ready brought us all up to speed on the INOA Rally in Lumby 2021 which is still a "GO" and if the borders are open it will include the USA members as well. But if they are not, it will be open to all Canadian Norton Owners. A note was made that even though it is primarily a Norton Owners Rally, all British Motorcycle Owners are welcome to attend.

The Notice to Adjourn was made while the present executive all resigned.

Until the actual AGM portion started there was lots of discussion, thanks were given by various members for the out-going Executive.

Thanks to Bevin Jones who presided over and chaired the rest of the meeting. Nominations for the up-coming year 2020 / 2021 were requested and there were no nominations made either in person or by e-mail All of the 2019 / 2020 executives were willing to stand for another year with the exception of Peter Vanderkooy, our treasurer. The motion was tabled and passed by all those who attended, a nomination for Ian Bardsley to be our Treasurer was tabled and a motion to accept was made and passed. Peter Vanderkooy will be staying on and will be moving into the position of one of the review committee.

The upcoming year will be interesting, to say the least I know we have a solid Executive with long history in the club so we will all try our best to keep things entertaining. At the moment we are limited to meetings only through Zoom and I hope that as members get more comfortable using this way of communication, we will get a better attendance. Hopefully we will find that 2020 / 2021 will improve, and we will eventually get our meeting hall back, the Rugby Club has ensured that our time and place is being reserved. There is always the option of maintaining the Zoom meeting as well as a physical meeting in the future for out of town people that want to attend. After all we have the technology to do that with Computes, speakers and projections on the screen. Of course, this is only in the thought stage, but it remains an option for 2021.

All in all the meeting was a success thanks to all those that attended and thanks to all those that helped us hold our club together through this difficult time.

Geoff May



Above: 1962 Southern 100 winner John Patrick on 250 Norton-Velocette



Above: Ivan Rhodes racing his 495 Velocette

BOOK REVIEW**“Velocette – Passion of a Lifetime”**

“Technical excellence” and much much more . . .

Author: Ivan Rhodes

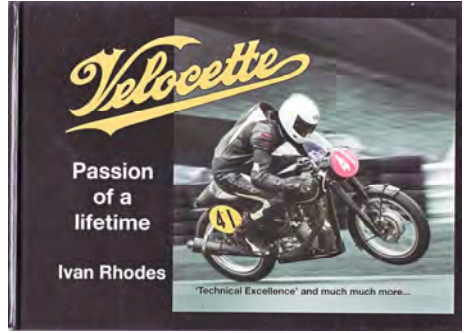
Forewords by Stanley Woods and Geoff Dodkin

Dedicated to the late Chris Swallow

Publisher: The Velocette Owners Club c/o The Regalia Shop www.velocetteowners.com

Hardback, 300 x 215mm (landscape); 288 pages with over 540 photographs and illustrations.

£30 (UK), \$39 (USA), \$52 (Canada), \$54 (Australia)



Highly regarded worldwide as a Velocette expert, particularly regarding the overhead camshaft models, which author Ivan Rhodes describes as a “passion of a lifetime.” He could also justifiably be called the ultimate clubman. From trials, scrambles and road racing, all on the same ride-to-work bike (a 1926 350cc Big Port AJS) in the late 1940s, onto competing in the TT and, of course, finding and restoring historic KTT Velocettes to successfully race in vintage and post-vintage events.

30 years on and much additional information has been accumulated to produce this revised edition of his original popular book “Technical Excellence Exemplified” (a Veloce slogan). With 29 chapters plus three appendices covering machine specifications; engine frame and gearbox numbers and production figures, we are taken through a concise history of Veloce (pronounced Veeeloce), describing its early years, moving on to detail its range of competent two-stroke machines before providing the reader with an in-depth study of the highly influential overhead camshaft models, with which the company made its great influence on the racing world and their successors in the pushrod “M” range with the “Viper” and “Venom” variants.

Denis Frost contributes the story of the “Everyman” machine – the LE (light engine). Complicated, expensive and initially problematic, sales were poor despite its adoption by several police forces.

There is a particular emphasis on the racing heritage. Also, the development and restoration of the two supercharged racing machines – “Whffling Clara” the blown KTT single and the fabulous potential world-beater, the shaft-driven vertical twin “Roarer” along with its road-going derivative the “Model O” and the 24-hour record attempts. There is also an update on the thriving Velocette scene in Australia and, of course, Stuart Hooper’s “World’s Fastest Velocette.”

In addition, Ivan has included his personal recollections of the Velocette community – the Goodmans, of course (the owners of what in fact was quite a small family business), the designers Charles Udall and Phil Irving, plus racers including the great Stanley Woods and the first 350cc World Champion (on a Velocette), Freddie Frith OBE and many others.

Dedicating this book to the late Chris Swallow, Ivan Rhodes is to be congratulated on this superb high-quality, historically important book containing over 540 photographs with the front cover portraying Sam Rhodes (the author’s grandson) in championship-winning form on the Graham Austen 1954 MSS. Highly recommended.

Book reviewed by Jonathan Hill

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