

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Sept 2019



IN THIS ISSUE:

INOA Rally, Triumph Factory Tour, Showtime 2019, Event photos and 3 Book Reviews





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Front Cover Photos

Upper: Ride N Tune Tom and John successfully fettling bike, photo by Geoff May.

Lower: Heritage Classic, Jaguar and MG Club, English bike presentation Photo by Peter Tilbury.

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Rear Cover event photos courtesy Wayne Dowler. Upper participants at start of Duffey Lake ride. Lower Lyle Whitter with his Ariel 4 in BSA frame creation the "Flash 4".

BMOC ADMINISTRATION FOR 2018-2019

BMOC EXECUTIVE

Past President, Robert Smith, t695sprint@icloud.com

President, Nigel Spaxman, nigelspaxman@gmail.com

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

Secretary, Sean Iles, grenada_sean@yahoo.com

Treasurer, George Fenning bmoc.treasurer@gmail.com

Review Committee: Peter Vanderkooy, peter.vanderkooy@gmail.com

Geoff May, geoffmay@telus.net

Shad Lievesley

MEETINGS

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

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

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

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

Articles, reports, photographs and ads may be Emailed to: 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



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OF MOTORCYCLISTS

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CONTRIBUTORS TO THIS ISSUE

Erin Reddy INOA Rally

John Martin Triumph Factory Tour

Showtime 2019 various club events **Wayne Dowler**

3 Book Reviews this month by **Jonathan Hill**

Event photos by Erin Reddy, John Martin, Wayne Dowler, Peter Tilbury, Robert Smith, Geoff May, Colin Kelly and Gord Henderson

IONA Rally 2019

by Erin Reddy

My very first INOA rally was when I was 10 years old - 2005 Rogue Rally in Selma, OR and it was one of the most memorable summers of my life. Fast forward to this summer, and a rally on the opposite side of the continent. I had only gone to west coast rallies, and I certainly couldn't get enough time off to drive to Michigan and back. Thankfully, my dad had planned a roughly 16,000 km trip up the west coast, east across Canada, down the east coast and back west across the U.S. with stops at the Triumph and Norton rallies.



Nearly three weeks into my dad's trip, I flew overnight from Vancouver to Philadelphia and hopped on the back of his 2018 Triumph Tiger 1200 and we drove straight to Oley, PA to attend the weekend Triumph rally. There was such an amazing gathering of Triumphs and...Harleys! Turns out, the Reading Motorcycle Club (AMA #4!!) was right around the corner and was hosting grudge matches that weekend. \$20 and a waiver, and anyone could walk up and race their bike on the drag strip. 2-stroke drag bikes, cruisers and even quads all took turns - it was enthralling. I left with a massive grin and dreams of opening my own drag racing club...

From Oley we rode on to Brooklyn, MI! How wonderful of a rally the Michigan Norton Owners put on! The 100 km or so closest to the rally site was quite a bit windy, especially for a pillion. And the opening remarks were quite punctual thanks to a massive downpour that started about 2 prior that ushered everyone under the tent. But the weather held quite well for the rest of the week! The group ride on Tuesday went to Suzi Greenway's house with a sandwich station hosted by the local Lions. From Suzi's riders headed out in small groups to either return to the rally site, or go to Hell (.Michigan!). We rode right through hell and on to Ann Arbor where we found a little craft brewery to stop at.

Wednesday took us to the Henry Ford museum, which was impossibly large! Detroit was intimidating to drive past, but certainly worth it for the museum. Hopefully there's a trip in the future that will take me back in that direction so that I can check out the village that surrounds the museum. The concours showed 90 bikes, about 80 of which were Nortons and all of which were amazing. Even the two Neglected Nortons didn't look that neglected. On a non-Norton note, the rally was hosted close enough to the Canadian border that some family friends in Windsor, ON managed to come visit for supper that evening!

The field events were all wild and exciting - barrel racing, slow racing, and the boot race for the single riders, and a bean bag toss (have you ever tried throwing heavy bags at a bucket while riding in a circle around it? It's way harder than you would think!) and the classic water balloon toss for the two-ups. It was incredibly hot and I suffered a ridiculous sunburn despite sunscreen and efforts to remain in the shade, but it was easy to ignore surrounded by laughter and cheers. At the closing remarks, awards were presented in traditional fashion and while I regrettably did not note the winners for every category I distinctly remember the winner for "Youngest Rider" announcing he was in his 50's. Age is just a mental state, anyhow! I presented the BMOC Okanagan Chapter's bid for a 2021 Rally in Lumby, BC, which was met with murmurs of "Luummy" and unanimously approved by the rally attendees.

After the rally, we rode through the Upper Peninsula of Michigan, to Little Bohemia in Wisconsin and had supper one of the rooms where John Dillinger had his infamous shoot out with the FBI. I eventually flew home out of Minneapolis, for a total of 3,250km as pillion on my dad's trip. Due to timing, attending the INOA Rally sadly meant missing the BMOC summer campout, which I look forward to next year with hopes that it won't coincide with the 2020 INOA Rally in New York. It was a memorable 9 days of riding, and I wouldn't ever trade it for the world. I'm so constantly grateful to the community that comprises the INOA and it's chapters, and the sense of belonging and support I've received growing up with motorcycles.



Photos courtesy Erin Reddy

Triumph Factory Tour by John Martin

In February 2018, Triumph Motorcycles officially opened its Factory Visitor Experience Museum, 1902 Café & Factory Tour. If you are planning on visiting the UK & want to visit the Triumph factory I suggest you book the tour on their webpage 2 to 3 months in advance, because in the summer the tours book up early. The guided Factory tour takes about 1 ½ hours to get round everything, the 1902 Café is a great place to sit & enjoy a drink & snacks before visiting the museum which is located on two floors along with a clothing accessory shop.



John Bloor bought the original Triumph Engineering Company in 1983 when it went into receivership. Initially, Bloor didn't want to re launch Triumph immediately because of its outdated designs. To bridge the gap between the new & old Triumph Companies, Bloor leased a license to Les Harris, to make Bonneville's for another 5 years. In the mean time Bloor built up the design team & workforce for the new Triumph Hinckley factory built in 1988. The first bikes were launched in 1991 based on a modular frame & engine concept of three & four cylinder engines of 76mm bore & 55mm / 65mm strokes, from a 750cc triple to a 1200cc four. In March 2002 the main factory was destroyed by a fire, but was back up & running again in September. In May 2002 Triumph opened a sub assembly plant in Thailand. A second factory was opened in Hinckley in 2005 followed by a third in 2007 in Thailand for high pressure die casting & machining. There are now factories in Brazil & India, with a fourth & fifth added in Thailand. Triumph is about to produce its millionth motorcycle this year!

You start off the Factory tour in the shipment storage building, where there are approximately 6,000 Triumphs in crates ready to be shipped out to various dealers around Europe. It looks like a cross between an Ikea store room & the storage area where the Arch of the Covenant is lost again at the end of the Raiders of the Last Ark movie. You then move onto the machine shop area where ALL the crankshafts & camshafts for ALL Triumph motorcycles are machined. Raw blanks are brought in from outside suppliers & fully machined in house to the nearest micron. Every hundredth items is then tested for correct tolerances in hermetically sealed rooms set at 20 degrees Centigrade. The floor of each room is cast separately from the main factory building to minimize vibration & the electronic measuring devices are placed on a 6" thick granite slab to ensure repeatable measurements. Triumph only makes two motorcycles in the UK, the Street Triple & the 1200cc Adventurer, all the others are assembled overseas. All alloy castings & plastic fairings are forged & formed overseas as well. The production line zig zags through the next part of the factory as items are added from the parts bins associated to the model being assembled. The final part of the tour is the paint shop where a number of built up coats are applied to petrol tanks & the pin stripes are hand

painted. In the dispatch area, each Triumph is filled up with fluids & tested on a rolling road to ensure correct set up. Every hundredth bike manufactured is disassembled to make sure that they are being built correctly. Unfortunately you are not able to take photographs inside the factory.



The museum is rather dimly lit overall, but the bikes are well illuminated. The history of Triumph motorcycles is illustrated around the walls with many well known older models & famously owned Triumph bikes displayed. There is Steve McQueen's restored TR6, that was used in the movie the Great Escape, Johnny Allen's Texas land speed record holder from 1956, Gene Romero's 1971 Rob North Trident, plus many other modern TT winners. There is the latest model of a Speed Triple on a revolving platform with every part used in it's assembly fastened to a wall. There are sectioned engines to see how all the inner components work.

The Triumph 1902 Café has a wall full of all the Triumph engines that have been used by the factory. The shop sells all the necessary Triumph riding gear & accessories that the week dressed Triumph rider is likely to need.

One the day I was there, the factory had demonstration rides on a number of bikes. They even had helmets, jackets & gloves to borrow. I wanted to test ride the new 765 Street Triple to see how it would stack up against my 675, but all the bikes were restricted to 47hp! This is one of the learner limits in the UK you are restricted to before you can ride a bigger bike. No jumping on a large displacement motorcycle straight away, like you can in North America. So I plumped for a Bonneville instead, because I've never ridden a new one yet & thought that the restricted power wouldn't matter that much. The ride was for about 40 minutes around some great twisty Leicestershire country lanes with a leader & follower, but we were hitting speeds of up to 80mph. Very enjoyable.

If you are in the Leicester area, the Triumph factory, museum, shop & café are well worth a visit, just remember to book well ahead to avoid disappointment.

2019 UPCOMING BMOC ACTIVITIES

- Sept 29 BMOC Annual Casual Sunshine Coast Run
- Oct 10 BMOC Annual General Meeting
- Nov 14 BMOC General Meeting
- Dec 7 BMOC Christmas Dinner
- Dec 12 BMOC General Meeting

BOOK REVIEW**“Peter Williams****Designed to Race” – Revised edition**

Author: Peter Williams

Designed and published by Redline Books

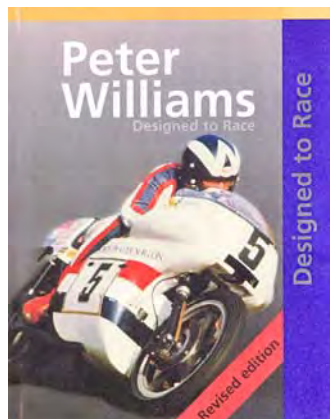
Available only from Peter Williams, who will supply signed copies if requested.

E-mail: designedtorace@gmail.com

Hardback, 225 x 285mm, 286 pages, with over 250 photographs and illustrations

ISBN 978-0-9555278-8-3

£35 plus p&p



Peter Williams was, on his day, one of the best road racers of the time and a TT rider par excellence - and is one of that small band of sportsmen, “the best never to win a World Championship.” Peter’s unique career in the 1960s and 1970s as racer, designer and development engineer culminated in many great victories on bikes from 125cc to 750cc. For two months in 1967 he led the 500cc class of the World Championship on his single-cylinder Arter Matchless Special against the much more powerful Honda and MV Agusta multis. Just when he was, perhaps, due for a “works” ride, the Japanese withdrew from Grand Prix road racing and Peter joined the re-emergent manufacturer of Norton.

Although discouraged by his parents, it is not surprising that from an early age Peter was obsessed by motorcycles and racing, considering that his father Jack Williams, his uncle Tommy Bullus, and his godfather Jock West were all ex-Brooklands and TT works riders. After a promising start as a club racer, Williams’ name first came to light with Tony Wood in 1964. Riding the works-prepared 100mph AJS 250 CSR, the pair were surprise joint winners of the 250cc class and finished seventh overall in the Thruxton 500 mile endurance race. Following this result Peter was offered sponsorship with Kent tuner Tom Arter and a long and successful association followed. Peter had two consuming passions: Riding his motorcycles at 10/10ths and for Britain to regain motorcycle supremacy. Indeed the latter was his mission, his crusade – and so he rode almost exclusively British machines, but, interestingly won his only Grand Prix on a 250cc MZ. Peter’s engineering design insight gave him an advantage on the race track and set the trend for what motorcycles are today. He was one of the first to design and race with disc brakes, the first in the world to design and use cast magnesium wheels and tubeless tyres.

The pinnacle of his career came in 1973. Riding the machine that he designed, the John Player Norton Monocoque, he won the Formula 750 TT in the Isle of Man, with record race and lap speeds and another second place in the Senior TT with the fastest-ever race speed for a single-cylinder machine and an unofficial lap record of 102.74mph.

Superbly designed by Alan Wilson, this is an excellent, long-awaited, top quality book – even better in its revised form with additional material.

Book reviewed by Jonathan Hill

The Showtime column is written by Wayne Dowler to provide timely updates on recent shows, member involvement and upcoming shows. Many members of BMOC enjoy displaying their motorcycles and exceptional handiwork and we trust that you will find this useful and perhaps encourage you to attend and participate in these events.

SHOWTIME 2019

Information on car and motorcycle shows for BMOC members.

Vintage In The Valley – August 18

After an almost 2 hour drive east I arrived at the show venue, the spacious Heritage Park in Chilliwack. The event parking was free and plentiful and all attendants were friendly and helpful. Upon entering one was confronted by rows and rows of motorcycles which, by and large, seemed to be all the same. The area set up for the Show and Shine was small and crowded. The area set up for the vendor's booths was slightly less crowded but seemed to have a predictable sameness about it. A feeling like "nothing new here folks". Apparently BMOC had a booth here but none was to be found, although I did meet 2 members who had volunteered to spend time in it.

The Show and Shine did produce some interest with a few members' bikes present. Geoff May showed his Ariel Red Hunter and Lyle Whitter showed his recently completed project, the Flash Four, a delightful marriage of a BSA frame and a Ariel Square 4 engine. Grant Surbey showed his Commando that he had just taken delivery of from Colin Kelly who did the repair on it after the fire. And a lovely job he did on it! Ken Davies from Black Creek on the island showed his 1967 Norton Atlas and I showed my BSA B25T.



Winners of interest in the Show and Shine were; Best British, Kevin Busch's drag bike with a BSA frame and powered by a JAP engine and; Best Overall went to a super looking 1966 Yamaha Big Bear shown by Keith Simmons.

A few other BMOC members were seen and most seemed to be enjoying the show. BMOC member Colin Kelly had a booth and business seemed to be brisk although some of the people in the other booths did not seem to be doing quite so well.

And then came the trip home! The highway and seemingly all the side roads in that part of the valley were plugged solid. It took me almost 4 hours to make it home. I doubt that I will be attending this show in the future.

Heritage Classic- August 24

Unfortunately I was not able to make it to this meet so I have had to rely on Peter Tilbury and Robert Smith for information. From all accounts the venue was ideal for this, the 50th anniversary of the meet. A total of 4 motorcycles were present (a 400% increase from last year) so things are trending in the right direction.

Robert Smith showed his 1970 Bonneville, Jeff May showed his 1950 Ariel Red Hunter, Darcy



Edgecombe showed his 1954 Triumph Tiger 100 and Erik McNab arrived on his late model Bonneville T 120.

Over 75 MG's were on the field as were 45 Jags. MGs of note included 2 never before shown 1936 models, a J2 and a MB. And of course both Tilbury's showed their MGA's.

From all accounts the venue, the machines and the participants were a fitting tribute to the 50th anniversary of this very prestigious meet. The organisers of this event are to be thanked for including the BMOC in the festivities.



Crescent Beach Concours d'Elegance – August 31

The vehicles in this year's show were nothing short of spectacular. All chrome, brass and paint was polished to a glorious glow. The cars ranged from just plain beautiful to downright elegant. And again the motorcycle display did not disappoint.

Variety was again the theme for the motorcycles at this year's show. As in past years the show coordinators have attempted to showcase a large variety of bikes so as to appeal to all members of the community. This year's show certainly met that objective. Bikes shown were from 5 different countries and covered the time frame from 1928 to 2002 and ranged from stately cruisers, to race bikes and small sport bikes.

The first 2 bikes on the display line were both AJS models from different years. Ben Bekker showed his 1956 Model 30 and BMOC member John Parsons showed his 1928 K6. Same manufacturer, same use but from entirely different eras.

Next came BMOC member John Martin's 1975 Triumph T160 Rob North Replica (see article herein) showing amazing workmanship, next came Tom Nelson's 1969 Greeves 380 Griffin, a truly historic bike, then Tony Cording's well fettled 1970 Commando. 3 bikes from the same era and country but made for entirely different uses.

Then came the 2 Harleys. BMOC member Fred Dallyn's 1992 Sportster, tastefully modified, then Rod Busch with his 1928 Model JL, as stock as any bike of its vintage you are likely to see.

Standing alone we had the 1932 3 wheeled Morgan powered by a JAP engine shown by Brian Pollock. And it certainly did stand alone. A stunning example of the ingenuity and frugality of the British.

The next 3 bike were certainly meant to satisfy any taste. Alyson Nerker's unmodified 1967 BMW R69S would satisfy any cruiser, then BMOC member Steve Gurry with his Honda CT70K3 Trail 70, which certainly ticks all the boxes for fun, then came the near full race Kawasaki KZ1000S1R Replica shown by Steve Willgoose.

Next came the 2 Ducati's, both Mike Hailwood tribute bikes, but one was built in 1981, the other in 2002. Rick Crebbin showed the 1981 Replica, in Castrol colors next to Bill Dickinson's 2002 EVOLUZIONE in solid red. As fine a pair of Italian bikes as you could ever expect to find sitting next to each other.

Next on the show line were the heavy cruisers from Italy. The 1982 Laverda Mirage

1200TS shown by BMOC member Robert Smith and the 1971 Moto Guzzi Ambassador shown by Mick Webb. Stately looks and understated smooth power are the hallmarks of these fine bikes.

Lastly we had a 1948 Mustang shown by John Crawford. A delightful smallish bike meant for use by the whole family.

This year we had great publicity from both the Vancouver Sun and the Province. As a result the interest around our display seemed to be much greater. I witnessed many engaging conversations between the show patrons and the bike owners.

In the Judged Class first place went to Rod Busch for his 1928 Harley Davidson JL, 2nd was Tom Nelson for his 1969 Greeves 380 Griffin and 3rd went to BMOC member John Parsons for his 1928 AJS K6.

It was very interesting to note that BMOC member John Parsons, who lives in Langley, rode his AJS to and from the show. No "trailer queens" for John. His was the only bike in the winner's circle to arrive on its own 2



wheels.

The award for the Best Presented Motorcycle went to Steve Willgoose for his Kawasaki KZ1000S1R Replica. This year I had the honor of presenting this award.

Many thanks to the judges, BMOC member Steve Harding, Gary Richardson, BMOC member Robert Smith and BMOC member Alan Comfort. A tough job well done. And many thanks to BMOC member



Lyle Whitter for his work as our Class Host.

Alan Comfort and I had the pleasure of sourcing the bikes and doing many of the administrative duties involved with the show. Alan had the additional duties of judging and of making the fine signs that identified each bike. These signs have become a keepsake for owners who have shown bikes in previous years. Again many thanks to the BMOC for the use of their sign holders.

More Crescent Beach Concours d'Elegance Photos Wayne Dowler



2019 Motorcycle Show

Photos courtesy Geoff May



2019 Frontier Rally

Photos courtesy Colin Kelly



2019 Riondel Campout

Photos courtesy Gord Henderson



BOOK REVIEW**“A-Z of Italian Motorcycle Manufacturers”**

Author: Greg Pullen

Publisher: The Crowood Press Ltd, Ramsbury, Marlborough
Wiltshire SN82H

E-mail: enquiries@crowood.com www.crowood.com

Tel.: 016725232

Hardback, 220 x 285mm (portrait); 175 pages with over 200
photographs and illustrations.

ISBN 978-1-78500-487-2

£35 (UK), \$54.95 (US), \$65.95 (Canada)



Italian motorcycles have a place in history – and in many enthusiasts’ hearts – out of all proportion to the number that have been built. From Moto Guzzi becoming the first non-British marque to win a TT through to Ducati’s achievements in MotoGP, they have also been at the forefront of motorcycle sport despite being far smaller than at first the British and later the Japanese manufacturers.

If the number of motorcycles built by Italian manufacturers is small, I was surprised to read of the sheer number of Italian motorcycle factories that had existed, past and present. Almost 600 marques were identified in researching this book, and there may have been thousands. Post WW2 Italy’s demand for cheap transport far exceeded the supply, so new manufacturers (or assemblers), found it easy to set up shop, with so many engines available off the shelf – many of them English – as well as a thriving accessory and component industry. Other manufacturers turn to motorcycle production out of the simple need to protect jobs and wealth creation when the Allies forbade them to continue building military equipment. Chief among these were former aircraft manufacturers Aermacchi, (MV) Agusta and Piaggio along with submarine builders Rumi.

A-Z of Italian Motorcycle Manufacturers only deals briefly with the grand marques, Ducati and Moto Guzzi, because there have been many dedicated books about them. Instead, this is the definitive guide to the factories that have been less widely covered or, in most cases, never before in the English language. Some, such as Bianchi and Garelli, might be familiar, others, remembered for their racing achievements. Aprilia, you may be surprised to learn, that as well as achieving many moto-cross championships became (in 2010), the most successful motorcycle factory in racing history, surpassing fellow Italians MV Agusta with a record 276 grand prix victories. Morbidelli will also be remembered for its fabulous V8 road machine. Giancarlo Morbidelli is believed to be working on an updated V12 version!

Where it was possible to establish when and where the factories were active, and at least a little about the motorcycles they built, then there is an entry for them. An appendix lists the other manufacturers that are less known, making this the most comprehensive reference book of Italian motorcycles available today.

This book is a complete guide to Italian motorcycle manufacturers, and an essential reference for anyone with an interest in these fascinating machines.

Book reviewed by Jonathan Hill

BOOK REVIEW**“Motorcycles & and motorcycling in the USSR from 1939”****A social & technical history**

Author: Colin Turbett

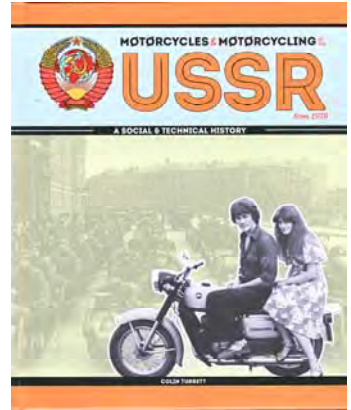
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E-mail: sales@veloce.co.uk Fax: 01305 250479

Hardback, 280 x 207mm (portrait); 128 pages with 286 photographs and illustrations.

ISBN 978-1-787113-14-5

£25; \$40 USA



This is a refreshing book as it not only covers the origins, models and specification of these motorcycles from the early days, but also shows how they were used for work, sport and pleasure in the countries where they were manufactured. This often mirrors how these motorcycles were used in the UK when they first started to be imported in the 1960s, from cheap, utilitarian and rugged transport, to far more of a leisure and indeed “collectable” motorcycle.

Virtually all of the machines made by the State-owned factories in the USSR until its demise in 1991, both military and civilian, can trace their heritage back to pre-WW2 BMW R71 machines and it’s believed the Soviet Union was using the design under licence and copies of DKW 125 and 350cc two-stroke machines were made after the whole plant was shipped back to Russia post-war as part of the reparations for wartime losses. Many British and American military motorcycles were shipped to Russia during WW2, including Velocettes – there is even printed a Russian copy of the Velocette MAF handbook!

Machines were imported from communist bloc countries, with Jawa from Czechoslovakia and Pannonia two-strokes from Hungary, not surprisingly, being very popular.

Motorcycle sport is covered, with road racing, particularly in Estonia being popular and it is surprising to read that they were many female competitors. The incredibly dangerous ice racing on frozen lakes with fearsome spiked tyres is also covered.

The first English-language text on post-war motorcycles produced in the Soviet Union. Technical information on every motorcycle produced in the USSR between 1941 and 1990. Extensive use of previously un-available material and fully illustrated throughout in both black and white and colour photographs and illustrations. This is a fascinating insight into the lives of ordinary citizens in the USSR. Hidden history of Soviet motorcycle sport – from ice racing and speedway to road racing, moto cross and motorcycle football. Rare family photographs illustrating the place of motorcycles in social life in the USSR. 20th century Socialist-Realist iconography applied to motorcycling. Aspects of motorcycling not seen elsewhere – with brown bears as riders and camels as sidecar passengers! Describes state production of utilitarian motorcycles on a scale not seen before or since. A well researched and very interesting book.

Book reviewed by Jonathan Hill

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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

Proposed dates for GV issues are: December following the Christmas Party, and the first week of: March, June and September.

Steve Gurry arriving at Crescent Beach Concours on his classic Honda

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Above participants Duffey Lake ride photo Wayne Dowler.

Below Vintage in the Valley Lyle Whitter with his BSA Flash 4 photo Wayne Dowler.

