



NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Sept 2021



**YOUR CLUB NEEDS  
YOU**  
**Volunteer**

**October 14th meeting AGM  
election of Officers and Directors**



**IN THIS ISSUE:**

Photos above, Sept meeting

Fall BBQ pages 2 & 3

President's Message page 4

Rebuilding aT-150 John Martin pg 5 & 6

Carburation Conundrums Ian Bardsley Pg 7

Commando Restoration Patrick Jaune Pg 8 & 9

Going Coastal Robert Smith Page 10 to 13

Rear cover more September meeting.



# WALRIDGE MOTORS LIMITED



## Widest Range of British Motorcycle Parts

Alton  
Amal  
Andover Norton  
AP Lockheed  
Avon  
Boyer  
Brituro  
Bartel  
Carrillo  
Champion  
Doherty  
Halcyon  
Hepolite  
JP Pistons  
Kibblewhite  
Lucas



Megacycle  
Mikuni  
Morad Akront  
NGK  
NJB  
Norman Hyde  
Norvil  
Podtronics  
Regina  
Renold  
RK Leighton  
Shorai  
Skitsu  
SRM  
Surflex  
Tricor

**Check out our website for new products and specials.**

33988 Denfield Rd., RR2 Lucan, Ontario, N0M 2J0 Canada  
Email: [sales@walridge.com](mailto:sales@walridge.com) Phone: (519) 227-4923

## WWW.WALRIDGE.COM



### Annual Fall BBQ Sept 18.

Many thanks to President Geoff May and family for hosting the annual BBQ. Burgers with all the fixin's together with salads and deserts courtesy of members attending.

A thunder and lightning show was provided for after dinner



entertainment and many stories true and false were shared among members. Next event will be the October AGM with the traditional free pizza for members attending. (Continued on page 3 with photo.)

## BMOC ADMINISTRATION FOR 2020-2021

### BMOC EXECUTIVE

Past President, Nigel Spaxman, [nigelspaxman@gmail.com](mailto:nigelspaxman@gmail.com)

President, Geoff May, [geoffmay@telus.net](mailto:geoffmay@telus.net)

Vice President, Patrick Jaune, [patrick.jaune@shaw.ca](mailto:patrick.jaune@shaw.ca)

Secretary, Robert Smith, [t695sprint@icloud.com](mailto:t695sprint@icloud.com)

Treasurer, Ian Bardsley, [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com)

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

### MEETINGS

General meetings are held monthly on the second Thursday at 7:30 PM at the Burnaby Rugby Club at the east end of Sprott Street one block east of Kensington Avenue. Informal breakfast meetings are held every Sunday at 8:00 AM at Jim's Café located at 6th Street and 5th Avenue in New Westminster. Informal rides depart following breakfast, weather permitting. Both are subject to COVID-19 regulations and currently postponed.

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

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

Articles, reports, photographs and ads may be Emailed to: [gveditor2019@gmail.com](mailto:gveditor2019@gmail.com)

Visit the BMOC website, [BMOC.ca](http://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

### Fall BBQ continued

Don't miss this next meeting  
COVID guidelines in effect.

Volunteers for officers and  
directors *No Prior Experience  
Necessary!*



## President's Message

Hello BMOC members, I hope this letter finds everyone in good health & ready to take on the New World under the aftermath of COVID. Things are getting back to some resemblance of normality. Our Meetings are at the Rugby Club again every second Thursday, only Vaccinated members are allowed into the club house **with proof of vaccination (BC QR code) required as well as photo ID.**

We had our BBQ which went well, I think, attendance was not as much as we have had in the past, but that was to be expected, 27 people attended.

Our next meeting is the 14<sup>th</sup> of October when the new executive will be nominated and take over office, **WE ARE LOOKING FOR NEW BLOOD**, so please step up & make a difference to the future of our club. **ALL POSITIONS ARE OPEN.** Free Pizza at AGM!

Our Christmas party is booked for the 4<sup>th</sup> of December, this will be the responsibility of the new executive to work out. Thanks to Penny Freestone for volunteering to do the organizing. The tickets will be printed and available at the next meeting on October 14th, the price will be \$15 per person, unless otherwise decided. Please also keep in mind that everyone attending must be vaccinated with proof to get into the club house. More of this will be posted by the new executive.

It's been a difficult two years with COVID, etc. but I think we did OK & I look forward to the new executive taking the reigns & making a difference. I had a good time being the President & I would like to thank everyone for their support.

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

We need more articles from members, this is your club so please get involved, write something down no matter how short, every article is welcome.

Please everyone stay safe.

Cheers, Geoff

**MEMBERSHIP DUES—\$25.00/Year (April 1st to March 31st). USA \$30.00, INT. \$40.00** If your bank/credit union has Interac, just send your payment to [bmoc.treasurer@gmail.com](mailto:bmoc.treasurer@gmail.com). Make cheques payable to BMOC and mail cheque to BMOC , 3317 Abbey Lane, Coquitlam, BC, V3E 3G5. Foreign cheques add \$5.

## 2021 UPCOMING BMOC ACTIVITIES

Email and website notification of upcoming rides or events will be circulated as and when conditions allow. Please refer to latest Executive Minutes for current proposed events. **NOTE DATES ARE SUBJECT TO ALL FEDERAL, PROVINCIAL AND LOCAL COVID RESTRICTIONS AND MAY BE POSPONED OR CANCELLED ACCORDINGLY.**

## Rebuilding a 1969 Triumph Trident T150T by John Martin

I purchased this bike about 20 years ago from Tom Mellor, who had picked it up from somebody on one of the gulf islands. Tom usually doesn't sell any of his triples from his stable, but he offered it to me at a good price with new ray gun mufflers, so I really couldn't refuse. This was my second bike I had bought in Canada after my 1971 Norton Commando in 1986. The bike was complete, with only the tool box side cover missing, the cylinder head & barrel had been removed for some reason. From the engine number, the bike was a very early example, manufactured in February 1969. One of the first 1,000 off the production line.

Luckily my ex wife wasn't home when I snuck the bike home one Sunday afternoon, so I quickly disassembled the bike into large lumps that I could hide around the garage. After my divorce, I was lucky enough to keep my street Commando, race Commando & spare parts, which included the hidden Trident. It then sat in parts in the crawl space under my present house, until 3 years ago when I thought it was about time to put it all back together. I had been laid off from work & I was looking for something to keep me occupied during the cold winter months.

I was really just going to put it all back together & get it running, but the great triple expert, Tom Mellor, suggested that I really should take the engine apart & see why the previous owner had taken the top end off. As I stripped the engine apart I kept coming across fasteners that hadn't been torqued correctly, with some actually loose! So somebody had been in there & given up. A good lesson was learnt, never assume everything is correct when you obtain a bike of that age. The engine didn't show any signs of wear, so it was just a matter of new big end / main bearing shells & piston rings with a complete gasket set. One thing you really have to do on a triple is to make sure the crankshaft oil way drillings are free of sludge & the only way to



make absolutely sure is to drill the grub screws out of the crank, flow cleaning fluid through them & then install new grub screws.

Latter on when the bike was complete & I had my first ride, I did notice that there must have been a gearbox problem, as the original 4 speed selector mechanism had been replace by mistake with 5 speed items, so the gearbox wouldn't shift properly. I should have recognized this on assembly as the gearbox output shaft oil seal holder was a 5 speed item & not the correct 4 speed one.

The bike came with incorrect chrome fenders & the next year color bread bin

petrol tank, it should have been aquamarine, a color I'm not fond of, so I was fine with the red & silver flashes lined in gold. I was able to obtain the correct fenders & stays from Ebay & Colin Kelly of Custom Classic Cycle Parts provided a new manufactured rear chain guard. My neighbor across the street has a few veteran motorcycles, but he isn't very mechanically minded, so when I see him struggling with something, I can't help myself & I'm usually across helping him to get something running. He does have a 1968 Triumph Bonneville which he was going to restore, but decided to keep it with all the patina, which meant he had a new seat & shock absorbers that he gave to me for the Trident. The rear rim was badly rusted, but luckily that Christmas there was a rear rim & stainless steel spoke set for sale on the British Cycle Supply web site. The ray gun mufflers went back to Tom before the project was started as he needed them for one of his bikes, so I had to buy some used ones off Ebay. New tires were fitted, along with new cables & a new stainless steel passenger grab handle, I couldn't find a used one. A Boyer transistorized ignition was fitted with new coils & leads, although I initially ran the bike on the 3 points setup.

When I started this project I really didn't want to restore it, just clean up the parts & reuse as much as possible. But as I ended up buying more parts as the project progressed, I wished I had done a better job refurbishing some of the earlier parts installed that now stand out like a sore thumb. Another lesson learned, do a complete job from the beginning so you won't be disappointed later on as the bike starts to take shape.

For some reason people are not fond of the Triumph Trident or BSA Rocket 3, maybe they are scared of the extra cylinder? The initial batch of bikes certainly didn't do their



cause any good with the slab sided bread bin petrol tank, big side covers & Buck Rogers ray gun mufflers. It wasn't until the beauty kits came out to replace the offending items with parts modeled from the Bonneville that the Trident started to sell well. I'm sure their considerable racing success at Daytona & the IOM also helped. It's a pity that they finally got it right with the 1975 electric start T160, but by then it was all over for the British motorcycle industry. One thing they did get right with every triple was the evocative sound emulating from the mufflers, there is no sound like it when a triple is on the gas. Plus there is a lack of pulverizing vibration coming off the engine at higher revs, like on a parallel twin that is solidly mounted in a frame. If you have never ridden a triple, I suggest you do, you will be pleasantly surprised by it's turbine smooth performance. Photos John Martin

## Carburation Conundrums

by Ian Bardsley

The products of the Amalgamated Carburettors (AMAL) continue to provide me with a great source of mental exercise, well in excess of any crossword, jigsaw puzzle, computer game etc. If there is any connection between fettling a carburetor and ducking early senility, I should be good for a while!

In the case of my Norton Commando, I elected to rebuild its dual 932 concentric's a while back, fitting stay-up floats, new needles and jets, new gaskets & O rings. The result was satisfying and the bike has in the main, run well since. So it was with a sense of surprise and frustration that it started popping and was reluctant to idle during a recent test ride.

A couple of miles from home – far enough to make recovery a challenge – I discovered that the left side mixture screw was missing. I must admit to being a bit flabbergasted since I've never heard of this occurrence before. I was able to restart the bike (thankfully it's electric) and keep it running with a bit of throttle. But much to my chagrin, I noticed that the right side mixture screw was slowly unscrewing itself too. By stopping every ½ mile and screwing the mixture screw back in again, I managed to get back home.

And so to the inquest: it turned out that the O rings used on the mixture screws had become hard and flattened to the extent that they were not providing any grip, allowing the vibration to unscrew them. By the perverse application of Murphy's Law, they unscrewed out rather than screwed in!

Rummaging through my used carb bits, I found a replacement mixture screw and a couple of used O rings. The flattening of the old O ring was evident in comparison and the old ring split during removal. The re-fitted mixture screws now exhibited noticeable resistance during adjustment – back to normal, I think. A quick re-tune and I was off on a test ride.

I had noticed previously that the left side mixture was a bit ambiguous during adjustment and now it was crisp. This was no doubt due to air leaking past the O ring. The bike is currently rewarding me with a period of contrite perfection... of course there will be another challenge before too long.

What is of concern is that the same O rings are used on the throttle stop screws and they may be on the way out too – I have an order in for replacements!

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](mailto:gveditor2019@gmail.com).

We will publish member to member adverts which will have to be a very brief description of the item(s) together with a single contact number or email. As this newsletter is a public document your contact information should be considered to NOT be private so caution is advised.

## Commando Restoration: an epic saga

Patrick Jaune

After riding my 750 commando for 20 years, I figured it was time to clean it up, so to speak. I came up with a list of what I would and would not do. I had no plans toward improving esthetics. This would be purely a mechanical fix. Though the bike ran well before I fiddled with it (sometimes leave well enough alone and all that...) every time I took it out, I would get home with an engine that deemed the oil was of better use on the outside. It seemed to leak from everywhere: so much so that I could no longer identify where it was coming from, besides the tach drive which I had agonized over for a couple of years.

This was not a new development either, as I had received the "what's a gasket" award at the Wyoming INOA rally in 2013. The isolastics' gaiters were torn and it generally had a sad and tired look about it. Since I had spared few expenses on the original rebuild, I didn't think there would be much to replace and I proceeded on the assumption that the leaks were not coming from the engine casings. I am an optimist. The engine had to come out to allow me to get to the rear isolastics which, by design, required disassembly of the drive train and the rear wheel/swing arm assembly. What I had originally intended as a winter project stretched into a year and a half due mainly to procrastination. The pandemic added to a general lack of urgency and no incentive to finish.

I removed the cylinder head and continued with the primary drive side assembly. Having upgraded to Mark III isolastics (with the adjustable Vernier), I discovered that I had mounted the front isolastics incorrectly. The Vernier should have been on the timing side. I had applied logic and mounted the Vernier where I could easily get to it. This resulted in a misaligned motor. The motor was actually out of alignment with the frame by about 3/8" at the front. Having ridden like that for 20 years, I can assure you that it did not affect handling or wear. The rubbers looked as new as the day I had put them in. Regardless, I corrected this oversight and cleaned them up and popped them back in.

I had initially added an oil filter which tucks in nicely behind the gearbox. A number of years back I replaced a section of the oil lines and remember having switched the oil lines such that the oil ran from the tank thru the oil filter to the pump. Applying irrefutable logic, I determined that it was better to pump filtered oil to the engine and let any dirt settle in the oil tank. Makes sense, right? Wrong again. There's that "should have left well enough alone" thing again. Although, I'm just guessing here, I came to the conclusion that having piped it up as I had, it somehow created a higher pressure in the crankcase which only exacerbated my oiling problem. I'm grasping at straws here to explain all this oil. No one has come forward to give any credence to this hypothesis. I'll eventually find out if this made any difference.

Working from the front to the rear, I discovered that the floppy oil tank was the result of a broken rubber mount and a missing bolt securing the bottom of the tank. The taillight assembly had been bouncing around excessively for some time, caused by a missing bolt holding it to the fender. Although the lamps were not adversely affected, the embedded nuts in the fibreglass taillight assembly had broken loose, so there wasn't much holding it all together. This was due to a rear fender that came with a



bad twist in it.

I think the rear fender was not the correct one for the bike because I had to drill a couple of holes in it to mount the taillight assembly when originally rebuilt. To alleviate further damage from vibration, I added a bracing plate at the front of the fender which was not original equipment in 1970. With determination and perseverance I mounted a new tail end assembly which is definitely a stress point due to the twisted fender. I reefed on that thing to try and straighten it, to no avail. I may eventually replace that fender. At times it takes me a while to react.

I took the opportunity to mount new tires and replaced the timing chain. Though I'd only put 16,800 miles on it in the 20 years I rode it, it was a low cost item and I was in there anyway. I also replaced the original kickstart spindle which had worn splines and got a fancy folding kickstart lever. Geoff went thru my gearbox to check for wear and fixed the thread on the drain plug. I installed a fancy Norvil drain plug (on the engine). Pity it sits under the bike. It truly is pretty. I commenced reassembly confident that it was now sorted.

Now would be a good time to admit that I know enough about electricity to be dangerous.

For some reason electricity and music will remain a mystery to me. It simply would not start. I couldn't set the electronic points. Something I'd done several times. Must be getting old.

Fortunately, the ride and tune was coming up and I trucked the bike over for some much needed help. It was soon discovered that I had mounted the alternator rotor backwards which makes it impossible to set the timing. If there are 2 ways to assemble, I will inevitably select the wrong one. The other thing that came to light was that I had installed a high output 3-phase alternator stator but had hooked it up as single phase (oh....). I was told to obtain a modern 3-phase podtronics rectifier. That little device allowed me to shed the 50 year old rectifier as well as the Zener diode. Don't ask me why. The next problem was attributed to carburation. I took the bike home which though showing signs of life would start but not run. I had taken the carburetors apart and meticulously cleaned all ports and jets, as I explained in meticulous detail while Jim Bush shook his head vigorously suggesting I had not. It was suggested to me that I invest in a new set of carbs. I felt that was a defeatist way to go but eventually relented and accepted that as the easy way out. I got a pair of Wassells which are exact (I mean exact) copies of the Amals. Parts are interchangeable. They come with removeable pilot jets and billet alloy hard anodised throttle slides. Good stuff.

Finally the bike was running, however the ammeter was acting strangely and I no longer have a head light. Actually my wiring problems started prior to this but you don't want to hear about that. And this was one aspect of the bike that I hadn't messed wit. Spooky. So this is where we are in what is turning out to be an epic restoration of sorts. I look forward to eventually getting it back on the road. Damn thing still leaks.

## Going Coastal: Vancouver Island and the Sunshine Coast

Robert Smith

BC Ferries is very accommodating to motorcyclists. Most times, you get to go to the front of the line for boarding. That means you're often first off, so you don't get stuck behind dawdling motorhomes. And there's almost always room for a motorcycle on the back if the ferry's otherwise full. Travelling the BC Ferry system on a bike is great—except when your bike won't start...



We've all experienced the anxiety that comes when your vintage bike won't roar to life first kick on the Ferry. But these days we expect an electric-start bike to fire up right away on the button, don't we? The AGM battery in my Triumph Sprint RS was less than two months old, so no problem, I thought. But when I hit the start button for the short ride from home in Ladner to meet Bevin Jones at the Tsawwassen ferry terminal, the starter made that sad rrr-rrr-rrr

noise, getting slower by the second, and then stopped. Maybe I left something switched on. But she fired up straight away with a boost from my power pack and ran just fine on my frantic ride to the terminal.

I got to the ferry just in time, and the bike started OK after the wait to board. Bevin was riding his "new" Kawasaki W800—a handsome update on the W650 of around 20 years ago. But when it was time to disembark in Swartz Bay, I got the same sad winding down of the starter motor and no action. A BC Ferry employee provided a starter boost, and we made it off the ferry just before they closed the ramp...



Bevin remembered there was a Canadian Tire in Sidney, so we headed straight there. A half hour later we were underway with a new AGM gel battery installed. (The RS started and ran perfectly for the rest of the trip.) Our plan was to ride the loop from Victoria, through Sooke and out to the south/west coast of the Island, turning inland in Port Renfrew then over the Seymour Range to Lake Cowichan. The road has been fully paved in the last decade and makes for a stimulating and sometimes challenging ride.

So first we join the continuous traffic on the Pat Bay Highway toward Victoria, turning at McKenzie Road to connect with the Trans-Canada north. Then it's a short haul to the Route 14 turnoff to Sooke. There's construction (of course...) along the way, but we're soon spinning through the outskirts of Sooke and its small but busy town centre. A stop for gas here will take us all the way to Duncan, and while there is now a gas station in Port Renfrew, it's 71km ahead. I'd always rather have too much gas than not enough!

So first we join the continuous traffic on the Pat Bay Highway toward Victoria, turning at McKenzie Road to connect with the Trans-Canada north. Then it's a short haul to the Route 14 turnoff to Sooke. There's construction (of course...) along the way, but we're soon spinning through the outskirts of Sooke and its small but busy town centre. A stop for gas here will take us all the way to Duncan, and while there is now a gas station in Port Renfrew, it's 71km ahead. I'd always rather have too much gas than not enough!

The coastline west from Sooke is famous for storm watching, but fortunately we're riding under mostly high cloud with sunny breaks. The highway skirts the ocean, swooping over and around numerous bays and inlets. Major construction—a bridge replacement with one-way traffic—slows us down, but the ride is stimulating if somewhat bumpy. As we leave the resorts and vacation homes behind, the road tracks the coastline northwest to Jordan River, the only community on this stretch of highway. Through the ocean haze to our left is the outline of the mountains of the Olympic peninsula.



The only building showing any kind of habitation in



Jordan River is the Cold Shoulder Café. I've stopped here before and enjoyed their invigorating cappuccino. Bevin and I settle for soup and a sandwich, which we enjoy at a picnic table facing the ocean.

North from Jordan River, 14 turns inland and runs under a dark canopy of evergreens. The density of the trees and their proximity to the road mean there are plenty of tarmac heaves from underground roots, and these,

together with subsidence, make for an uneven and bumpy ride. The highway swings over a succession of wooden bridges, past burbling creeks and rivers, the road still crowded with trees.

Port Renfrew can often be socked in with ocean mist and low cloud, but today the cloud base is above us, though the skies remain overcast. We turn east toward Lake Cowichan, skipping the side turn to "downtown" Port Renfrew, and ride through more dense forest, past a gaggle of protesters at the Fairy Creek watershed entrance before the highway starts to climb into the interior.

The forest opens up to brush and stands of saplings crowding the narrow tarmac road while following the numerous creeks and gullies as it climbs to the crest. Toward the summit, the road features a succession of switchbacks, some with hairpin turns, as it soars to more than 4,000 ft. On the east side, the road widens and sweeps down through open country—courtesy of the clear-cuts.

Lake Cowichan is a compact tourist town of burger bars, board rentals and ice cream outlets. We're soon following the fast, arrow-straight, four-laner to Duncan, joining the Island Highway for the shoot north to our overnight accomms in Nanoose Bay, north of Nanaimo.

## Day 2: Nanoose Bay - Port Alberni

We'd planned a ride west to Ucluelet and Tofino for day 2, but four-hour road closures persuade us to modify our plan and ride just as far as Port Alberni instead. But first

stop is at Spunky's, the Kawasaki dealer in Coombs. Bevin wants to cure a hesitation in the engine on throttle transitions, the result, he thinks, of the previous owner's removal of the baffles from the mufflers. Replacement baffles are expensive, as is the other choice: a re-tune with a Power Commander.

We also pause at International Classic Motorcycles. Owner Grant Wilson gives us a quick tour of the British and Japanese bikes he's restoring, including a Sunbeam S8. ICMC also installs electric starter kits on Commandos and does trike conversions. They often have bikes for sale, too. More at [www.internationalclassicmotorcycle.com](http://www.internationalclassicmotorcycle.com), [bike@icmm.com](mailto:bike@icmm.com) or 250-594-9404.



The road to Port Alberni is heavily travelled but is nonetheless quite entertaining with ample curves, smooth tarmac and passing lanes. The town is mostly urban sprawl and strip malls, but the old harbour district has plenty of historic features and a quaint feel. We're looking for a lunch restaurant, but the recommended location is permanently closed. Many other eateries are also shut (closed Monday and Tuesday) so we settle on just about the only place open, the waterfront Starboard Grill.



### Day 3: Old Island Highway.

Our digs for day 3 are in Powell River, a trek up -Island and a ferry ride away on the Sunshine Coast. We could be at the ferry in under an hour on the new highway, but the old waterfront road beckons. We enjoy a delightful ramble along the ocean, through groves of tall

evergreens and past small settlements focused on harvesting oysters and other crustaceans. At Comox, we follow signs for the airport where Comox Heritage Airpark is located. The outdoor display features a dozen or so aircraft formerly used by Canadian forces, including a C-47 Dakota, CF-100 Canuck, CL-28 Argus, CP-140 Aurora, DHC-5 Buffalo, Grumman Tracker, F-105 Voodoo, CF-104 Starfighter and lots more. Great display, though many of the exhibits are showing signs of deterioration.

After lunch at the Griffin Pub, we head for the ferry, and due to a "senior moment," arrive just in time to see the boarding gate closed. The staff must have taken pity on us, because they reopen the gate and squeeze us on.

Entering the Old Courthouse Inn in the gritty industrial end of Powell River is like stepping back a century. Period artefacts and furniture line the foyer and corridors, and the rooms are decorated with vintage art. But refreshment is needed, so we walk



across the street to Townsite Brewing. We order our beers inside a converted warehouse, but decide to sit outside. The beer is served in mason jars with screw lids, so we can negotiate the street without an “open container.” Townsite’s beer garden, the local park, is carved, amphitheatre-like, out of the hillside behind the brewery, terraced and landscaped with dry stone walls and cement benches—a charming space to watch the sunset. Dinner is at the Granada restaurant, which, surprisingly given its name, serves Greek food.

#### Day 4: On the Coast

The Old Schoolhouse has a free breakfast starting at 9:00am, way too late for us. Given the relative infrequency of the ferry from Saltery Bay to Earls Cove we need to make a much earlier start. Toweling a heavy dew off the bikes, we point north on the Sunshine Coast Highway, stopping at Serious Coffee for a breakfast sandwich. I’m looking for a gas station: the Sprint should be good for at least 250km, but I’m already at 190. A chatty customer at SC tells us there are two gas stations between there and the ferry: but one is under renovation, and the other



turns out to be a commercial cardlock.

So we ride on, swinging along the Highway and its many delightful curves with the rising sun casting long dark shadows through the trees on to the road. Pulling into the ferry terminal, there’s already a gaggle of cars and a couple of motorcycles. We’re glad to be early—the later ferry doesn’t go for another four hours!

The 50-minute crossing offers a splendid vista of dark, dense forests covering the surrounding islands and peninsulas across a flat-calm ocean. We rejoin the SCH in Earls Cove for the entertaining ride north to Madeira Park, where we top up at the Petro Canada. Next stop is Alan Comfort’s Moto Largo complex in Roberts Creek, where we kick tires and swill coffee until it’s time to head for Gibsons and our final ferry crossing to Horseshoe Bay.

It’s been a splendid four days of riding and recreation, renewing our acquaintance with some of BC’s best motorcycling roads. With luck, 2022 will be free of forest fires and have dispensed with Covid-19, and we can resume riding in the Interior as well.

Photos and text by Robert Smith.

Our advertisers support our club and the publication of our newsletter "Good Vibrations". Please support our advertisers as they are known to have what we need when we need it!

**MOTOPARTS**  
British Motorcycle Parts New & Used **INC.**

**TRIUMPH**  
**BSA**  
**Norton**

**WWW.MOTOPARTSINC.COM**  
EBAY STORE: STORES.EBAY.CA/MOTOPARTS-INC

MOTOPARTS@MOTOPARTSINC.COM  
204 WINDERMERE DRIVE  
EDMONTON, AB T6W0S4  
780.988.8198



**British Motorcycle Parts  
Service and Restoration**



**Telephone: 604-316-4004**  
email: [info@unionjackcycle.com](mailto:info@unionjackcycle.com)

**WWW.UNIONJACKCYCLE.COM**  
49643 Chilliwack Central Rd., Chilliwack, BC • V2P6H3

Restorations by Anthony Nicholson



**Daryl Brown & Associates**  
*Barristers and Solicitors*  
**102 - 4664 Lougheed Hwy**  
**Burnaby, BC V5C 5T5**  
**C: 604.612.6848**  
**Toll Free: 1-844-BIKE-LAW**

*Injured in a motorcycle accident? We can help. As a motorcycle accident lawyer, Daryl's main objective is to serve the motorcycle community where he has been involved for 36 years. He and his team of lawyers can help with your motorcycle accident injury claim occurring in British Columbia, Alberta or Washington State.*

**Personal Injury Lawyers**



[www.MotorcycleLawyer.ca](http://www.MotorcycleLawyer.ca)



**PETER VANDERKOOY**  
 REALTOR® (2012)  
 604.726.6808  
 peter@petervanderkooy.com  
 petervanderkooy.com

*Connections – people with people, people with homes, and homes with people... The most important connection starts with a conversation.*



**MACDONALD REALTY LTD.**  
 1050 Howe Street, Vancouver, BC V6Z 1P5 | [macrealty.com](http://macrealty.com)  
This communication is not intended to cause or induce breach of an existing agency agreement.



**Member Ads**

Bevin Jones has a few items for member consideration: Free home made, welded paddock stand. It came with my V-Strom but no longer needed since I installed a centre-stand. Canadian Tire Motomaster Bike Jack 1500 Lb Capacity, Lift 4 5/8" to 14 1/2" \$75. Canadian Tire Motomaster Impact Wrench 1/2" Drive, 110V, 7.5A, 240 Ft/Lb Torque Only used once to change snow tires \$55.

Contact [barbandbevin@telus.net](mailto:barbandbevin@telus.net)

## September Club meeting.

Present: Ian Bardsley (Treasurer), Patrick Jaune (Vice President), Todd Copan, (Review Committee), Robert Smith (Secretary), Nigel Whittaker (Okanagan) and 18 other members in good standing.

Total attendance 24, meaning we have a quorum (10 percent of



membership present). Meeting called to order at 7:30pm

Bike count: 12 (8 British

COVID guidelines followed, All members double vaccinated.

