

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

August 2022



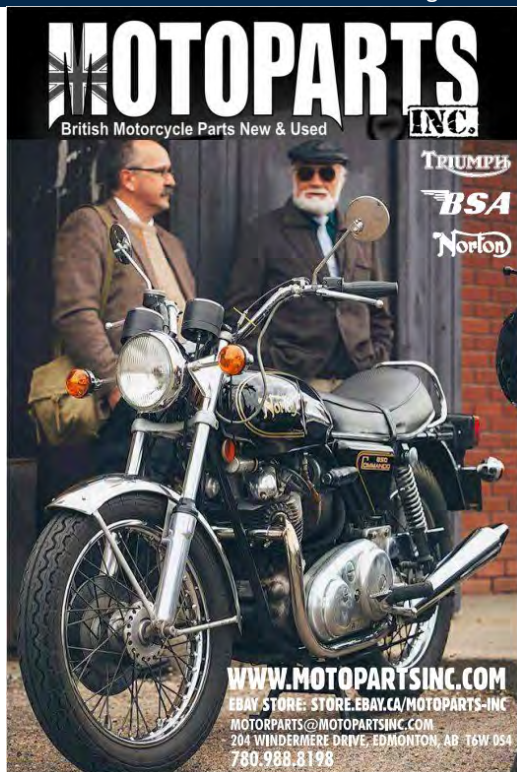
Above: Good turnout for Aug GM. Left: Custom aluminium (aluminum to Canucks) body work by master metal craftsman/ English Wheel expert Peter Dent on his Triumph Tiger 1050 . Wheely amazing! (pun intended).

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BMOC ADMINISTRATION FOR 2020-2021**BMOC EXECUTIVE**

Past President, Nigel Spaxman, nigelspaxman@gmail.com

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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, (see pg 20) 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

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Mya Davidson, Ian Bardsley, Todd Copan, Geoff May, Daryl Brown.



President's Message

PLEASE READ DON'T IGNORE

Hello everyone in the BMOC, Summer has finally arrived after a late wet cold spring and early summer. We have had difficulty in organizing some rides e.g.: the annual shakedown ride, this is mostly due to weather situations as well as commitment with other issues.

Recently we had the Princeton campout at which we had 10 club members attend, it was somewhat disappointing with the attendance; but, on the other hand, it was nice to catch up with some members we hadn't seen for a few years. A good time was had by all with some great conversation, the supper was a success.

The next event is going to be the annual Sunshine Coast Ride on the 11th of September, there will be more information to follow on this, via E Mails.

The fall BBQ is scheduled for September the 25th at Robert Smith's house, the main dish will be supplied by the club, but the rest like salads and deserts are up to you to bring enough to feed say 6 people.

We are going to have our AGM in October and I know that some of you would like to see things that we do be changed. I suggest that you consider putting your name in for the president and other positions, so that you can make the decisions as well as make a difference. We definitely need more insight and new direction.

Our Christmas party is booked for the 4th of December, tentatively, and there will be more to follow on that from the new executive in October.

We are looking at reproducing the club Calendar that we have done in the last two years, BUT we need input from the membership in the form of pictures. We are asking for members to please submit good quality pictures preferably with the owner. You should send the pictures by email to either myself or Robert Smith, this is your club so you should be involved and send some in.

In conclusion this has been a difficult few years but so far we have survived the worst of it and the Covid situation seems to be wrapping up.

So, take care I will see you all over the next couple months and hopefully in the future as well.

Geoff May

Triumph AV 750 (Rubber Tiger)

by John Martin

Triumph's T140E 750cc in the early 80's had that imitable liveliness & accelerated wonderfully quickly until it hit a wall of vibration at about 100kph in top gear. With massive shakes it would split number plates & fenders, light filaments, indicators would point skywards & spontaneously detach nuts & footrests. This had all been predicted by the designer Doug Hele, because he had encountered the same whacking vibration when the Norton twin was taken out to 750cc for the Atlas model.

By the late 70's the cooperative workers at Meriden looked at the recently defunct Norton Commando, which had solved the problem of vibration reaching the rider with the Isolastic system. By 1978, Triumph had approached Bernard Hooper, one of the original Isolastic design team, to produce the basic design for the AV (anti vibration) power mounting system. This was then further developed by Meriden's chief engineer Brian Jones for two years in conjunction with the South Yorkshire police.

The AV twin seemed to be satisfactory & by 1981 small orders had been placed by six other forces. But by the end of the year, controversy had erupted with the Derbyshire Chief Constable declaring publicly that the machine was unsafe to ride, citing instability at high speed, a poor gear change & incredibly, excessive vibration! Although these claims were vigorously refuted by the South Yorkshire police, who had already ordered a dozen motorcycles. Veteran journalist Bob Currie took an AV on test & couldn't find faults with it. So what was really going on here?

The AV system consisted of the swinging arm pivoting from the rear of the engine / gearbox unit, rather than from the frame. Sound familiar? The whole engine / gearbox / rear fork assembly was then located by a hefty fork which pivots low down from the base of the rear of the oil in frame seat tube. It could thus move in a fore & aft plane relative to the frame. At the front, the engine was carried on two frame mountings set at an angle on the bottom rails, using rubber in semi sheer. There was a further head steady type rubber in sheer top mounting. Unlike the Norton Commando, there was no shimming or adjustment to be done, just a lot of greasing to 6 nipples on the swinging arm!

The systems fundamental problem was swiftly apparent, basically the only items centralizing the rear wheel are two brackets, fixed either side by a pair of small spindles. This link assembly was also supposed to keep the two sprockets in constant alignment, but it didn't. Otherwise, all that's holding the engine are the two blocks of rubber at the bottom, since the top mounting didn't take any weight. The lower mountings were somewhat vulnerable, because if too much oil got on them, they would weaken & sheer off. The AV's rear end problems were sometimes aggravated by build quality, as the frames were manufactured on hand jigs. There were two types of swinging arms employed, early T140 AV's had steel backed bronze bushes as used on the standard T140's bearings but used in conjunction with four phosphor bronze thrust washers, but these wore out very quickly. Later models used Torrington needle roller bearings on a hardened steel ring, but the pin was found to have insufficient case hardening. Triumph increased the depth of the case hardening & used mild steel thrust washers to combat the wear problems.

What was the rubber Tiger like to ride? The rear end could be squirmy under some conditions, but was predictable, except in the wet, where it inspired no confidence at all. The single rear disc was not very efficient. The AV model was equipped with electric starts & they worked every time. The gear change was crunchy, with some difficulty on downward shifts & neutral was hard to find, despite Meriden deepening the neutral notch on the edge of the cam plate. The machine proved to be a tractable mount in traffic & the dog leg front brake lever helped hauling the bike down from all speeds without drama.

As for the AV system, at traffic speeds the engine felt smooth but not absolutely so. There was the expected rocking shakes of the engine on its mountings & the thrumming of the tank on its rubbers at a standstill, but the vibration was certainly not comparable with normal undamped parallel twins. As the speed rose to 100kph, the vibration smoothed out almost completely. The bike was most pleasantly responsive in 3rd & particularly 4th gears, accelerating very smartly up to 115kph with practically no vibration. Fifth was somewhat of an overdrive.

Civilian AV versions of the 750cc Executive were catalogued for 1983 as the new touring super cruiser, which offered the ultimate in long distance comfort & smoothness. But only prototypes were built, the last Meriden Triumph was made in January 1983 & then the money ran out.



The AV system does seem to have been far from perfect, but the need was certainly there. Something needed to be done, but in the end it was only Norton & their Isolastic system that did it effectively on a parallel twin. I was unable to find a picture of a Triumph Executive AV, but this is the 1981 version with a solidly mounted engine.

Trouble shooting at Riondel.

About 2 years ago I gave my 1914 James motorcycle to my son. This year he brought it to the Riondel meet. It had not been run for about 1 1/2 years. To get it started, as there is no clutch, it is necessary to put the bike into first gear, pull in the decompressor lever and push the bike to spin the engine, release the decompressor and hope the engine starts. This time it fired up nicely but after about 20 metres it quit firing. The engine was still turning over and after about a further 5 metres or so there was a loud bang, rather like a rifle shot. We tried push starting a few more times, and the result was always the same. Now to find out the problem. We tried all the usual tricks, cleaning the carburettor main jet, checking that the contact breaker points were opening and

Bob Crosthwaite



closing, without sticking. Change the spark plug. None of this helped. I then checked the spark timing. I first had to find TDC using a screwdriver through the spark plug hole. I marked this on the exposed flywheel.

I found the timing was about 180 degrees out. I reset the timing and we tried again, same result and the timing was again about 180 degrees out. The sprocket on the magneto shaft must be slipping. The sprocket is held in place by a slotted set screw. After resetting the timing, we tightened the screw as much as we could. We tried to start the bike again and unfortunately the result was the same, and the timing was again 180 deg out. This called for some drastic measures, and I asked if anyone had a hammer. My son produced one and having reset the timing, I hit the sprocket a few times to drive the sprocket home on to the tapered magneto shaft and the set screw was tightened a bit more. We did this a few more times and got the set screw as tight as possible. Time to try to start the bike again and this time it ran perfectly.

Thinking about what had happened, I realised that when the timing was correct the bike ran but after about 20 metres or so the sprocket would slip on the mag shaft and because the engine was still turning over raw fuel would go into the exhaust system and the sprocket would slip 180 deg again and the spark would fire all the unburnt fuel in the exhaust system resulting in the very loud bang, the engine would then run till the sprocket slipped again.



I had brought my 1915 James motorcycle to the meet, so finally I could go for a bike ride with my son. I have included a photo of the two of us on our James motorcycles. I am also including a slightly technical description about the bikes.

1914 James Motor Cycle

Specifications

2 1/4 HP, 225 cc, two stroke.

Chain cum belt drive transmission.

No clutch, A decompressor is used to start the engine and for changing gear.

There are two gears. On each side of the engine, there is a chain drive with different ratios. A dog clutch connects one chain drive or the other to the rear wheel belt drive.

For lubrication oil is mixed with the gasoline. There is also a separate oil tank that has a hand operated plunger oil pump. This is used to feed additional oil to the main and big end bearings for start up and when going up or down a long hill.

Lighting is by acetylene, generated by dripping water onto calcium carbide. The water flow is controlled by a needle valve.

As there is no clutch the engine is stopped when the motor cycle is at rest. To start the engine, first gear is engaged, the decompressor used and the motor cycle is pushed to spin the engine over. Once the engine is turning over the decompressor is released and hopefully the engine will fire and start. To change from first to second gear, use the decompressor, move the gear lever to neutral, and then to the second gear position. Changing down is more complicated and is similar to double declutching where there is no synchromesh on the gears. To change from second gear to first gear, the throttle is fully opened, decompressor operated, the gear lever moved to neutral, the decompressor released, allowing the engine to speed up. The decompressor again used, and the gear lever moved to the first gear position. Decompressor released and you are now in first gear.

Braking is with a stirrup type brake on the front wheel and a Vee block on the inside of the rear wheel belt drive pulley, which is operated by the riders right heel. The decompressor can also be used when slowing down.



FINAL PRO-TOTYPE TESTING RESULTS

Project Triumph TE-1 reaches completion, with the release of the final prototype test re-



sults. The TE-1 prototype achieves 0-60mph in 3.6 seconds, has a 100-mile range, and a game-changing 20-minute charge time. [Project Triumph TE-1 | Phase 4 | For the Ride \(triumph-motorcycles.ca\)](#)

Norton Lives: [Norton Motorcycles reintroduces the V4SV superbike \(newatlas.com\)](#)

2022 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.

See Page 20 for a 2022 Calendar of proposed events, subject to COVID updates. Calendar of Events is also on our website [BMOC.ca](#) and updated as required.

Princeton Campout

Peter Dent

The London based Guardian newspaper is 200 years old. It has, over that time, won many illustrious awards for what is described as 'quality journalism'. It has scored a good few scoops and has had a good many controversies thrown its way over that time as well. What it has never done however, is make a profit. It is run by a trust to ensure its "journalistic integrity" is maintained - this is all as per Wikipedia, I should mention; you may have your own views of course.

This esteemed publication has a travel section, and this is my point, they also have a motoring section. And in this motoring section they sometimes publish a "ten best roads" list. In 2006 they published such a list. It was actually titled "five best road trips in the world". Worth a quick look, no?

The road up the coast of Norway - a perennial favourite of course - was top. Second was a surprise for me; the County Antrim coast road in Northern Ireland. No wonder Joey Dunlop and those other Irish road racers are so darned fast; we now learn that they have the world's second-best road at their disposal. Also, I might remind you, for large tract of their sometimes-troubled history the Ulster constabulary have had far more pressing concerns to deal with than chasing down a few lads maxing out their rev limiters on a quiet and narrow coastal road far from the travails of the Shankill Road in Belfast.

Fifth on this Guardian top five list was actually our very own Sea to Sky Highway. It was an unusual travel list in that it also had amongst its number, a 600 km dirt road in the Australian outback. Nevertheless, we have our claim to fame. Or *had* our claim to fame; these days the Ulster Road is down to number seven even though they point out that the Bushmills distillery awaits the thirsty traveller at one end of it. We, alas, have receded into the dark depths of obscurity, but that's a good thing - fewer dawdling tourists to hinder our progress.

When the club Committee announced a new event in the form of a campout in Princeton, I immediately drew a thick and heavy felt tip line around that week-end on the BMOC calendar. This sounded like the very thing I could do with. What's more, rising to the spirit of it all, I would take a circuitous route and invest in a couple of days to get there - a bit of a road trip you might say. And what better route than to involve the road formally known as the "fifth best road in the world" as per the fabled Guardian newspaper.

I don't feel that I owe this whole Covid lockdown period in our lives any favours but the one thing that has come out of it is a renewed appreciation of our own back yard - having just spent so much time in it. Even on this little jaunt I could take in obscure winding lanes and barely see another living soul for quite a while. Quality roads, some, seemingly, just built for carving a big old Brit bike down, roads that haven't even seen yellow paint much less in the form of double lines down the middle.

Club president Geoff May engineered this excellent event himself and it was a great success. The campground grass was green, lush and shaded. It was hot for sure, but the facility provided access to the cooling waters of the Similkameen River where you

could find relief from the heat by paddling, swimming or just wallowing about like a hippo in a Serengeti mud hole - we don't judge here, but no photos please. Geoff conjured up his celebrated Bunny Chow on Saturday evening while Lyle worked his magic on the BBQ with some truly excellent steaks on Friday - why do things taste better outdoors? Lyle also led a ride out to Coalmont and Tulameen villages on Saturday whereby we could enjoy some bendy bits in the road and kick the tires in between times.

A fine weekend of good food and cold beer where quality bikes abounded, and jovial conversation flowed like the very Similkameen itself. Congrats and thanks to all involved.

The Horn Saga

Ian Bardsley

My Norton Commando is in its 47th year, I guess I can't complain too loudly about a failed horn. It hasn't had a busy life, as I have always believed that it was no substitute for good brakes (but more on that later). The life of a horn is really very sedentary – hours languishing between moments of great urgency. It's probably those idle periods that did it in – nothing to do but decay!

I was always happy with its clear, prominent "Parp". Loud enough to hasten a pedestrian, unlikely to rile a four-wheel operator. Louder than that on my ES2, but no threat to the popular air horns that abound these days.

So it was that a year or two back, I'd summon its assistance only to be greeted by a solitary "Pip". No loud, clear sustained Parp – just an isolated Pip; how annoying. The good thing was that if I ignored it and just kept riding there was a good chance it would be back to normal on the next press of the button. I was somewhat grateful for those healthy Norton vibrations that jerked it back on song.

And then it just stopped offering only a Pip – nothing, nada. Rev the bike and still no song; damn. Now I'd have to do something. I had been discouraged from delving into the horn because of where it lives – at the front of the rear mudguard, above the swing-arm pivot, below the battery box, shielded by the oil tank on the right side and the chain guard on the left. It is the most inaccessible part on the bike. It is speculated that when Norton built a Commando, they started by hanging the horn from the ceiling on a piece of string and built the bike around it!

Furthermore, it lives in a most inhospitable place, regularly hosed with rain and liberally coated with chain-lube. The life of a Commando Horn is NOT a happy one!

And so it came to pass that I needed to fit a new rear tire and that presented the opportunity to take a look at the horn while I had the rear wheel off. Just remove the mudguard and there it was. First thing I noticed was a broken wire – aha, though I, fate has cut me a break, but on fixing it I was back to the isolated Pip; no cigar!

So, I set out to investigate its internals. A simple coil and a set of points – not much to go wrong there (famous last words). Points must have corroded? Despite looking ex-

actly like ignition points, they are under heavy pressure and cannot be easily cleaned. There are two adjustments on the outer cover, one for the tone and the other for the points. SOO.. I give the points screw a couple of tweaks... and it shears off. Left Hand Thread – who but Lucas??

Time for out of the box thinking – literally! I acquired a modern FIAM replacement. There are a range available for under \$20! After some fiddling, I decided that in the interests of originality, the original location was the best. So, after more fiddling and fitting, there it was. New horn, new tire and a nice melodious PARP.. a bit louder than the Lucas, but quite similar in tone.

Life is good – but only ever temporarily. On my first trip with the new horn, the back brake quit. I guess the horn did have to substitute for the back brake on that trip.



SHIFTING GEARS: (Aug 2022)

Jim Bush

Well, finally riding season arrived, and what better way to celebrate than to take the Vincent for its maiden voyage after the major engine rebuild. A ride to Christina Lake was planned by a few members of the VOC mid-June. I managed to complete the engine rebuild about a week before the ride

and was able to do a few short shakedown rides to get things sorted - no issues as such, everything was oil tight and working perfectly, ready for the long ride.

The ride started well under the clear skies; we had delayed the start time to allow some of the rain clouds to pass. However big surprise as we turned up Hwy 3 the dark clouds were hanging heavy on the mountains. Ride up to Manning Park was wet and extremely cold, about 3-5 deg in places. A stop at the lodge at the top saw a bunch of wet and cold bikers, huddled around the open fireplace, warming hands, drying gloves and devouring some tasty hot soup and garlic bread. The ride down to Princeton dried out.

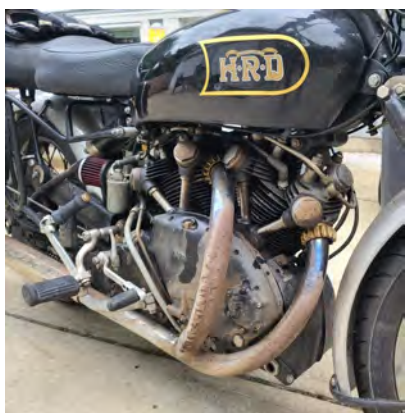
In Osoyoos I met up with Nigel and Allyson and we headed up the fabled double lane twisty hill climb toward Rock Creek – a sideways glance and the bikes were gunned in unison, Nigel pulling away out front in a lower gear, side by side around a sweeping corner saw me edging ahead and passing, heading up to the next hair pin – Nigel comes flying by and has to brake and take a wide line, whilst I cut the inside line and accelerate away. Repeat for a few more turns.

At the lookout at the top the rest of the group had gathered, they watched and heard the spectacle unfold. Two Vincent's side by side, neck and neck, ahead and behind, dueling it out on the hill, with the roar of the mighty exhaust reverberating off the rock hillside.



Even two up, Nigel's bike is faster with larger carbs and Shadow MK2 cams, it seems to rev out very nicely. My fresh motor proved to be running extremely well though, even with smaller carbs and MK3 (standard) cams I was able to give Nigel a good run for

the money. A major leap forward from last year's effort. Nigel and I have been doing this for quarter of a century, always pushing each other whenever the opportunity arises. This was one was a real highlight.



The return ride home saw 200 miles of torrential BC monsoon rain from Osoyoos all the way to Hope. The bike ran flawlessly in the rain. I did get flagged over by a motorist that my taillight and number plate bracket was flapping around....very fortunate, only a few threads left holding it on. Quick repair and on my way... happy to have spare fasteners in the kit. Back home safe, the bike looks like it had been dragged through a dirt pile. Ride'm don't hide'm they say.

Winthrop – Northwest Norton Owner's Campout

The last weekend in June, my son Matt and I rode our Norton Commando's over to Winthrop to attend the Northwest Norton Owner's group campout at the Pine Near Campground. Matt was riding his 750 "S" Commando and I was riding my 750 Inter-back GT Commando. This was the first ride into the US for a couple of years. A little apprehensive at the border, not knowing what had changed – no issue really, usual questions and admiration for the bikes. Friday on the Cascades Hwy 20 saw the traffic really light and the weather was bright and sunny. Really enjoyed the ride until on the way down from the "bell curve" and group of 4 sport bike riders catch us up – one guy rides up on the inside of me and passes really close. I am a little put out, stewed for a bit.

Matt runs on to reserve at 88 miles and we detour to the gas station in Mazama. Well,



surprise, there is the same group of riders filling up. Not really thinking, I get off and go up to the guy who undertook me - I stand in his face, arms folded and said in my stern voice "I do not appreciate being passed like that on the inside." Meanwhile Matt sees their Washington plates and is motioning me to call it off, thinking there could be a weapon or something...The guy mumbled something about riding track and then offered an apology. We had a few laughs and admired the bikes, so all was good.

We slept in a proper Tee-pi which was pretty cold and beds not too comfortable. Great catching up with the US guys

we hadn't seen for ages. Talked about the recent shocking loss of Will Witchell, past president. Very sudden, very sad. Discussion ensued around NWN group holding the INOA Rally in 2023 in Winthrop. A lot of excitement and support for doing so and was to be taken back to membership for a vote at their next meeting. Update: The INOA accepted the NWN offer to host the 2023 Rally in Winthrop. BMOC has offered membership support.

Group ride on the Saturday saw 17 bikes participate, majority being Norton's. Big BBQ dinner with some live entertainment – Cowboy Crooner musician, really quite cool. Matt & I left at 6.30am next morning to head back to Chilliwack to attend the swap meet. The roads were deserted, but so so cold...didn't warm up until back in Marblemount. The Nortons ran flawlessly. Canadian Border entry was a breeze as we had filled out the Arrive Can the day before.

Chilliwack Swap meet was held as an ad-hoc event in the parking lot of Vapour Blast in Chilliwack. The lot was full with about 15 or so vendors and a good crowd in attendance. There was a hot dog stand, but unfortunately no washroom facilities, so the bushes at the end were in constant use. Given that there are no swap meets planned for Vancouver area, this seemed like a good idea. Sort of got the comments from vendors that sales were not that good. Anyway, was a great morning get together and catch up with old friends.

Moto Giro Costa de Sol: at Moto Largo (Allan Comfort's moto metropolis in Roberts Creek). Specifically, a small capacity vintage motorcycle event with a really good turn out of about 20 plus bikes, mopeds, scooters and Italian exotica. Allan had opened up garage, arranged a great coffee and donuts table and offered a number of ride routes. I was riding a 1960 Gilera 175 Sport for the first time. I had to park at the Horseshoe Bay Ferry terminal parking lot and ride the tiny 8hp Gilera back up the highway to Caulfield U-turn exit and back down to the Ferry terminal – 15kms, uphill both ways it seems riding an underpowered motorcycle on the highway, very risky business.



The ride into Robert's Creek was fun as I barreled along the low road to Allan's. There were a lot of gathered bikes and bodies, hanging around kicking tires, chit chatting. Allan was presented with a trophy made by Rob Wiens in recognition of holding the event.

After a while Allan decides the slow small capacity bike group is going to the Pub for lunch – I follow Tom Mellor on his 75cc BSA Beagle, we are having a blast following Allan and Rob Wiens jammed into Allan's very early MG. Fun ride back on the low road, every small incline the Beagle gasps for power but makes it up.

Lunch was great on pub deck overlooking Gibson's. We make a run out to Port Mellon which is an interesting relatively flat winding road about 15kms – we ride down to the beach access and enjoy the beautiful scenery. I ride back alone to make the early ferry back. A fun day out.



Dreaming of (Norton) Vincents

By Bernd Schalke

I could not help but notice the number of old Vincents that have been popping up at club events over the last few years, like rabbits in the Spring. This got me thinking about a time long ago, when the earth was still young, when I was also thoroughly besotted by the Vincent sirens and undertook the construction of a Norvin – basically a Vincent 1000 V-twin engine in a Norton Featherbed frame.



This project began, when I was a 19 year old making good money working on the Green Chain at BC Forest in Victoria, with the purchase of a Vincent Rapide engine that someone had previously installed in a small aluminum tube framed dragster. I already owned a perfectly good Norton 650 Manxman at the time, so the first step was the removal of its engine and trading it for a well used BSA Gold Star 500 that served as sporty two wheeled transportation during the two year construction period of the Norvin. I have many pleasant memories associated with that old thumper too, but that is another story.

I rebuilt the Rapide engine to Black Shadow specs. and mounted it in the Norton frame with its famous Roadholder forks. The front wheel hub and disc brake was a home brew effort fabricated from welded aluminum round bar and plate materials, using a caliper and master cylinder from a wrecked midget race car. The original



Norton front hub/drum brake was moved to the back of the bike, and a new rear sprocket carrier with an additional bearing in it was welded to one side of the hub, which was then laced to a new 4.00 X 18 alloy rim. The engine oil flowed between the engine and the oil tank via the frame tubes for rudimentary cooling purposes. Other technical features included fabricated chrome plated exhaust pipes mounted on the right side of the bike, fabricated rear set footrests and controls, and a fiberglass Norton Manx style gas tank and seat.

The bike was built with mild and wild body trims. The mild trim had fenders, lights, a mirror and a speedometer, including some old valve springs stuffed into the straight pipes to civilize the exhaust, all for the purpose of having the bike pass motor vehicle inspection. The wild trim was the final road race special with clip on bars, no fenders or lights, a cowed racing seat, and minus the valve springs in the pipes to allow the engine's beautiful voice to be heard unimpeded. The speedometer was ditched in favour of a centrally mounted tachometer, because speed indication seemed like just meaningless information.



I had about a year of incredible fun on this machine tearing around on the highways and byways of Vancouver Island. As far as I can recall, the engine ran faultlessly and pulled like a train. Kick starting the big twin was never a problem and the unusual Vincent brake shoe style clutch worked just fine. But the world keeps changing, and by the time I was 22 I sold the Norvin in order to finance another year of tuition at university and to buy an engagement ring (a fair trade off, as now, 55 years later, I am still married to the same girl). The Norvin was purchased by a fellow who wanted to race it at Mosport, but I never found out how he did with that.



Lately, now over half a century later, I sometimes hear the distant roar of a V-twin at night when I am in a half-sleep and wake up thinking about my old Norvin, wondering where it is and what happened to it. I blame that on those magnificent BMOG Vincents.

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. **Next Issue deadline September 18, 2022**

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.

BOOK REVIEW

"Triumph Trident and BSA Rocket 3 - The complete story"

Author: Peter Henshaw Publisher: The Crowood Press Ltd, Ramsbury, Marlborough Wiltshire SN82H E-mail: enquiries@crowood.com www.crowood.com Tel.: 016725232 Hard-back, 220 x 265mm (portrait); 175 pages with over 399 photographs and illustrations. ISBN 978-1-78500-971-6 £25 (UK), \$34.78 (US), \$44 (Canada), \$44.52 (Australia)

This story is like something out of Hollywood. In the mid-1960s BSA/Triumph learned that Honda is about to launch a 750cc motorcycle that will clearly outclass its 650cc twins. Luckily, Meriden's top two designers – Bert Hopwood and Doug Hele – have been toying with the idea of a three-cylinder 750. Could it work?

The prototype (intended as a stopgap until a new range of machines were produced), is fast and intoxicating to ride, but delays mean that the Triumph Trident and BSA Rocket 3 have only been on the market a few weeks when the smoother four-cylinder Honda 750 comes along. The British bikes might be fast, but they lack sophistication, and no one loves their oddball styling. Sales are so slow that production is suspended for eight months.

BSA/Triumph fights back with a factory race team that sweeps all before it in 1971, including a 1-2-3 at the Daytona 200. And while BSA collapses, Triumph struggles on, launching the Craig Vetter-designed Hurricane and upgrading the T150 Trident with a five-speed gearbox and front disc brake. The Meriden factory sit-in stops Trident production, but a few months later bikes are rolling off the line at Small Heath and the electric-start T160 is launched. Sadly, to no avail – the odds are against them and in early 1975 Trident production finally stops.

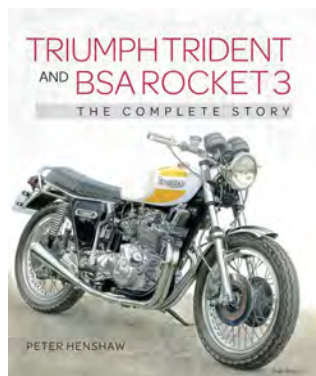
But, just as in Hollywood, that's not the end of the story. Les Williams and Norman Hyde keep the Trident flag flying through the 1980s and beyond. In 1992 (and again in 2020) the reborn Triumph company launches new three-cylinder bikes that carry on the Trident name.

It's an extraordinary tale of missed opportunities, flashes of brilliance and a lasting legacy – one of the most evocative motorcycles of all time.

Author Peter Henshaw has gone to great lengths to interview those who were involved in the design, manufacture and marketing of these bikes. With over 350 photographs, the full roller-coaster ride history of these bikes is described, including: How the bikes came to be, including a timeline of significant events - A year-by-year account of the evolution of the bikes, through the T150, T160 and Rocket 3 – The story of the Craig Vetter Hurricane – The full racing history – Triumph three-cylinder motorcycles today.

It is interesting to read that the machines produced more power when fitted with the "ray gun" silencers and that the conical TLS front drum brake was originally intended to be hydraulically operated.

An excellent book. Highly recommended.



Book reviewed by Jonathan Hill (Dorset)



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Stunning looking bike with the mag wheels and black gold paint.



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BMOC - CALENDAR of EVENTS 2022

Weekly breakfast meetings and ride, 8am Sunday at Jim's Café 518 6th Street New Westminster. If Jim's closed meet at Sixth Street Grill 413 6th St New Westminster.			
	DATE	EVENT	CONTACT/Venue
AUGUST	11	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	19-21	Frontier Rally - Williams Lake	Contact Colin Kelly custombikes@hotmail.com
	27	51st MG & Jaguar Club - HERTIAGE CLASSIC REVIVAL - Heritage Show & Shine	Steveston Community Park, 4011 Moncton Street http://www.jaguarmg.com/heritage.shtml
SEPTEMBER	11	BMOC ANNUAL SUNSHINE COAST RUN	email announcement
	8	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
	17	Duffy Lake Ride	email announcement
	24 or 25	BMOC FALL BBQ date weather dependant	Contact: Robert Smith
OCTOBER	13	BMOC ANNUAL GENERAL MEETING/ ELECTIONS	7:30pm-Burnaby Rugby Clubhouse
NOVEMBER	10	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
DECEMBER	4	BMOC CHRISTMAS DINNER	Afternoon Burnaby Rugby Clubhouse
	8	BMOC General Meeting	7:30pm-Burnaby Rugby Clubhouse
Disclaimer	information only, participate at your own risk, check emails for updates & location details		

last updated August 14, 2022