



NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

Feb. 2022

MOTOGIRO D'COSTA DEL SOLE

Sunday, July 10, 2022



A casual ride on public roads
between Gibson's Landing
and Egmont on BC's own
"Costa del Sole"

For all motorcycles and
scooters 250cc or under
AND at least 30 years old

MOTO LARGO

Torrey di Roberto Costa del Sole BC

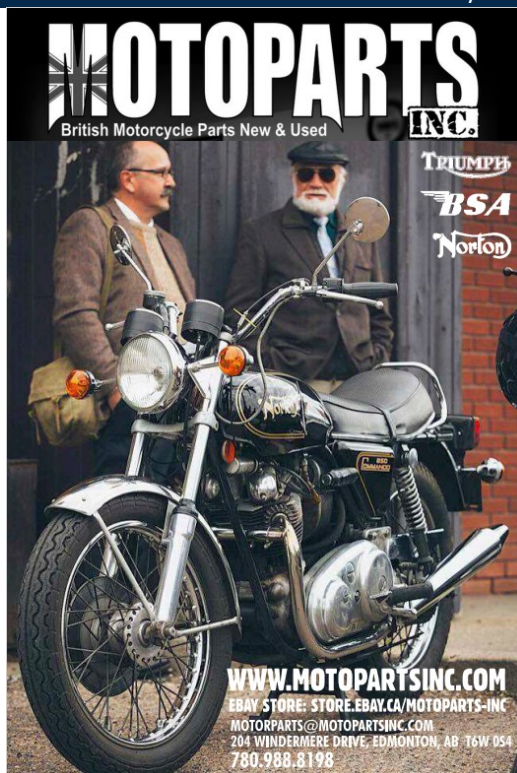
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BMOC ADMINISTRATION FOR 2020-2021**BMOC EXECUTIVE**

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Review Committee: Mya Davidson, Todd Copan, Eric Hutton, Colin Kelly, Joe Li, and Nigel Whittaker.

MEETINGS

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

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

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

Articles, reports, photographs and ads may be Emailed to: gveditor2019@gmail.com

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

BMOC is a member and supports

AIM & BCCOM



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



President's Message

Hello BMOC members,

Happy 2022 everyone, we saw the year in with a bang, like frigid temperatures but those soon disappeared. I bought a snow blower and it's working great. Since I bought it we've had no snow, there is no need to thank me but donations are accepted.

We experienced another lockout with new rules due to covid, both January and February were ZOOM meeting, however as of the 16th of February lets hope they announce less restrictions.

Quite a few events have been cancelled and with the situation it seems Todd's swap meet will not go ahead again this year BUT Todd will have to make that call and we are a couple months away. I will be absent the most of June and part of July, I'm travelling to Nova Scotia to take care of personal stuff. I wish I didn't have to but that's life. I will be relying on the rest of the executive to take care of things in my absence. I will be away for some of the events that I had scheduled myself to do. I will work on someone to replace me though so it should go uninterrupted, HOPEFULLY.

Membership renewals are up for the next few months so DON'T forget to renew and also tell others to renew as well.

One thing we have done is getting Discounts for BMOC Members at Lordco, Alders, KMS tools and Sherwin Williams paint and supplies. Some of these are really substantial discounts, so take advantage. We suspect that these companies will be tracking us and the more we buy the better we look.

Please everyone stay safe.

Happy Christmas, all the best in the New Year, keep the rubber side down.

Cheers, Geoff

Membership expire on March 31 so membership dues are due on or before April 1 unless prior arrangements have been made with the treasurer.
bmoc.treasurer@gmail.com

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. Make cheques payable to BMOC and mail cheque to BMOC, 3317 Abbey Lane, Coquitlam, BC, V3E 3G5. Foreign cheques add \$5.

Moto Giro d'Costa Del Sole Alan Comfort

The Motogiro d'Italia began in 1914 and grew to a 3400 km race that was staged in eight sections. Running a small capacity motorcycle flat out for eight consecutive 500 km days over bad roads was a true test of man and machine. Winning riders became national heroes and winning motorcycles enjoyed improved sales. "Win on Sunday, sell on Monday" was the mantra of the day. This tradition carried on until 1957 when

racing was banned on public roads following a tragic accident during the Mille Miglia automobile race. More recently there have been numerous Motogiro tributes in Italy and around the world that commemorate this tradition. These are timed events rather than flat out races. Riders enter their beautifully restored machines and use them for their intended purpose while enjoying the countryside and fine dining in towns along the route.

A direct translation of *Moto Giro d'Costa del Sol* to the English language reads "Sunshine Coast Motorcycle Ride". This event is meant to be a faint tribute to the original Motogiro in that the focus will be on small capacity motorcycles. Rather





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than a timed event, it will be a casual Sunday ride. Participants are encouraged to bring a motorcycle that is less than 250cc and older than 30 years. Larger capacity and newer motorcycles are welcome to participate but will be ineligible to qualify for the non-existent prizes. There will be no entry fee, no T-shirt, no ball cap and no commemorative pin, but there will be lots of opportunities to kick tires and tell lies

The ride will begin and end at the Moto Largo complex in Roberts Creek. Participants will be provided with maps that show routes of various lengths with suggested destinations for scenic stops and lunch breaks. Ride on your own or go with a selected group. A chase truck will be available in the unlikely-

ly event that repairs cannot be completed at the side of the road.

There is lots of time to dust off the old tiddler that has been languishing in the corner of the shed, fit some new tires, clean the carburetor, rebuild the engine or whatever it takes to prepare it for the Moto Giro D'Costa Del Sol and relive your mis-spent youth!

For further information and expressions of interest, please contact alan.comfort@gmail.com



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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.

See Page 21 for a proposed list of events for 2022, subject to COVID updates.

Calendar of Events is also on our website BMOC.ca and updated as required.

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<https://www.thebonnevilleshop.com/a-brief-synopsis-of-the-lucas-console-switchgear-and-its-evolution/>

A brief synopsis of the Lucas console switchgear and it's evolution by

Dave Porter - Customer and Tech Support at The Bonneville Shop

During the late 1960s, the BSA Group was busy developing the next generation of Triumph and BSA motorcycles at a leased 17th-century mansion in Warwickshire, known as Umberslade Hall. Situated nearly equidistant from Redditch, Small Heath, and Meriden, the research and development facility was the epicenter for the design teams to update both ranges to the modern specifications needed to compete favorably with the already imposing Japanese machines of the period. Many of the interesting prototypes from Umberslade never saw production, but the most famous of all of them was the new "Oil in Frame" Triumph and BSA 650 models. After production delays doomed the introduction of the new, redesigned Triumph models, they finally landed in dealership showrooms in the spring of 1971. New frames, forks, wheels, air boxes, sheet metal, and countless other updates were present on the new 1971 models, including the introduction of the new Lucas handlebar switch consoles, which also debuted on the BSA B25 and B50 street singles, Triumph T100 models, and the BSA and Triumph triples. Norton Commando models also were fitted with the new switchgear. With the advent of indicators, and an eventual electric starter, the switchgear consoles evolved over the years, as did the motorcycles. The following section chronicles the evolution of the Lucas console switchgear.

The first generation of Lucas switch consoles used the 169SA body, and first appeared for the 1971 model year. The 39595 high/low/horn switch was generally used as the left switch, while the identical 39596 controlled the indicators and had a "kill" button. These switches were interchangeable, and often were swapped from left to right, and vice versa, depending on the rider's preferences. Drum brake models from BSA, Triumph, and Norton used the 169SA-bodied switches through the 1972 model year production. The 39595 switch can be identified by the blue wires, whereas the 39596 switch will have green wires, and also include the mysterious white/red wire that is not shown in the wiring diagram, and seems to go nowhere. The intent was for an electric starter to be fitted on the machines at some point, so a power lead was fitted to the 54033667 switch-half circuit board, but the lead was not connected to anything in the wiring harness, and the push button for the starter had no function.

When the front disc brake debuted for the 1973 model year, the 169SA switch body remained, but with a revised handlebar arrangement. The right-hand switch now operated the high/low beam and horn functions, while a brake switch was incorporated into the switchgear on the Triumphs. The switch-half was assigned the part number of 54033751 and was used on the TR7, T140, and T150 models through the 1974 model year. The 39596 switchgear was used on the left-hand side and operated the indicators and the kill button. Norton Commando models used a remote brake switch, so the 39951 right-hand switch gear was essentially the same as the original 39596, but with a longer paddle operating the indicators. The 39949 high/low beam and horn switchgear, as used on the left side on Nortons also used a longer paddle to operate

the lighting circuit. While the 169SA switches were used on different motorcycles in differing iterations, they were rebuildable, which was good, as they were not water-proof, and the kill-button contacts are prone to corrosion, causing an electrical troubleshooting nightmare for riders to this day.

The 1975 model year included the new Triumph T160, built at Small Heath, while the Meriden works was in upheaval in the aftermath of the strike. As a result, there was no real production of Triumph twins for the 1975 model year. Lucas, however was ready to supply the new 181SA switchgear for the T160 models. The new left-hand 30707 switchgear was now a horizontally-split “clamshell” type that provided better resistance to the elements and operated the lighting, indicators, and horn circuits. The improved 30707 was also used on the TR7 and T140 models through the early 1978 models, as was the new 30723, (also referred to as 30708 and 30781) right-hand console, which was a revised version of the earlier 169SA-bodied switchgear, with a prominent long red paddle controlling engine “run” and “off”, and finally a functioning push button for the new electric starter used on the T160 models.

The electric-start Norton Commando MK3 models featured a new 187SA-bodied black-finished Lucas 35317 right-hand switch gear that incorporated a main/pilot headlight circuit, engine “run” and “stop” toggle switch, and of course, the electric start button. This switchgear was also used on the electric-start Triumph T140ES models from 1981-1982. The left-hand counterpart to the 35317 was the 35316 switch gear, which controlled the high/low beam, horn, and indicators. The 1978.5-1982 Triumph T140D, T140E, and TR7 models also used the 35316 left-hand switchgear, paired with the right-hand 35318 (33709) switchgear on the kickstart-only models.

With the availability of “new-old-stock” and even good used Lucas switch consoles dwindling, Sparx has been supplying the market with reproduction Lucas-type switch consoles for many years, and we have found them to be of good quality and a relatively inexpensive option for restoring handlebar switch functionality on the 1970s models of BSA, Norton, and Triumph motorcycles. If you have an original Lucas 169SA console switchgear that has survived the past decades, we can supply the rebuild kits for the various iterations.

Submitted by John Martin

We are always looking for articles and if you have a bike and a story, write it and send it to the Editor at: gveditor2019@gmail.com.

We will 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.

1974 NVT 'COSWORTH' EXPERIMENTAL PROTOTYPE

This was taken from the Bonham's auction web page:

The urgent need to replace its ageing Commando twin with something more modern for both road and track prompted NVT to commission a new engine design from Cosworth Engineering, applicable to both a production roadster and a race-bike. First shown in 1975, the Challenge water-cooled unitary construction twin borrowed heavily from Cosworth's 3.0-litre DFV V8 Formula 1 engine, yet despite a claimed maximum power output of 115-120bhp, the racer's handful of outings were disappointing, rider Dave Croxford being unable to match his old Commando-powered machine's lap times. With NVT on the point of collapse, the project was shelved in 1976.

The Commando-based machine offered here appears to be a test-bed for Cosworth's DOHC four-valves-per-cylinder technology applied to a water-cooled twin-cylinder engine with separate gearbox; as such, it might have been conceived as an update for the Commando engine that would have been cheaper than tooling up for the all-new Challenge. Interestingly, the machine is marked 'P89' to a plate between the instruments, the Challenge project being coded 'P86'. The right-side primary drive and final drive, using a reversed Norton gearbox, are particularly worthy of note.

Owned by the vendor for over 30 years, the machine was purchased from Stafford-based motorcycle dealer Cyril Chell, who had bought it at NVT's liquidation sale. The machine has not been used since purchase and its mechanical condition is not known.

Andover Norton made the following comments on the bike:

At the recent Bonhams auction, a supposedly works prototype from the 1970s was

sold for £6,000 Pounds and a spare engine for £3,400. Cheap for a prototype you think? Well, that depends....

Its discussion led to some surprising results. Firstly, the bike looked as if it was fumbled together in a chicken shed. The sorry looks provoked Richard Negus to the comment: "Although I'd like to believe it's the long-lost prototype Cosworth (I doubt it) 'cos it looks so awful. I recall seeing Tony Dennis with half a DFV cylinder head which he'd got from Cosworth in the early days of the project, but no other parts that resemble that engine. I'm sure Fred (Swift) would be appalled to hear he might be associated with such a lash-up." (Fred Swift was Norton's builder of the various prototypes for many years and was with them until the end in Shenstone, J.S.)

Later Richard wrote: "The only thing that would convince me that engine is genuine would be to see the crank, rod, pistons and cylinder head. At one time, Tony Dennis was touting around a sawn-off DFV head as the basis for the P86 engine."

Nick Jeffery went into the whole theme with more time and effort than I and found:

"Mick Ofield recalled that they did construct a test mule engine by chopping two cylinders off a V8, making the cylinder block and blanking off any holes left. He said it would have been good to get more pictures showing different aspects but thinks the picture shown may have been a set-up intended to do some sort of evaluation of an SU carb installation which the Challenge was supposed to have in its road incarnation and also would possibly have gone on the Commando if production had continued. I recall Bernard Hooper was a great supporter of the SU carb but it is a difficult object to package on a motorcycle given its size.

As the Cosworth power unit for Norton in both road and racing applications was to be unit construction and the test mule is of non-unit construction (i.e. with separate gearbox) it 'appears' that this might have been at a very early stage in concept evaluation."

Mick Ofield has no knowledge of the complete bike. He suggested Bob Rowley (a Wolverhampton test rider) might be good to ask if it 'saw the road'.

Mick Duckworth contacted Bob who responded that he cannot recall seeing the stand-alone engine (which contrasts with Mick Ofield who remembers the engine but not the complete machine) but did ride the bike at MIRA."

Bob then wrote in an e-mail to me: "One of the Project engineers was Ray Price, who later worked for an oil company, but I lost track of him; at MIRA on the timing straight, I managed to get it to achieve around 116 mph by pulling the throttle cable with my left hand. This was a carbureted motor as the fuel injection was not ready. The rolling chassis was an ex mileage bike. Our Chairman Dennis Poore and Cosworth's Keith Duckworth were in attendance also Alan Lines, of AMAL.

This was its first runs and of course needed more refinement. Still, it's fair to say it did

not overly impress. The reason that I pulled the cables was the slides were not fully lifting due to the one into two cable connector being a fraction short on stroke. But this certainly looks like the (lash-up) bike that I rode. This was in Barbour suit and wellies as I had lent my leathers out to Bertie Goodman, so it was a little bit faster than a 750 cc Commando. The first motor was



run at Marston Rd, Wolverhampton, and we all had bets on its first BHP output off the bench, so to speak, everyone had high hopes for massive figures based on the F1 production, but I think that the very first run-up gave less than 50% of what was being expected."

Bob Rowley then made contact with Ray Price who writes: "The Cosworth in a Commando chassis could well be the one. Although a running bike, it was only a rough prototype to check that it was a feasible engine for motorcycle use. Also things like radiator size and carburation, as the car racers were fuel injected. I remember splitting a fuel tank to carry both petrol and engine oil. It was originally for sale back in 1976 at the old Villiers factory."

And Bruce Henderson added: "I seem to remember Sam Wheeler telling me that they "motored" that engine on the electric dyno i.e. used the dyno motor to turn over the engine to assess bearing drag and other internal friction rather than using the dyno measure the power output. He told me that with everything warmed up and set up as best as seemed possible, it showed over 30 Hp in parasitic internal losses. That was with oil pump and transmission (in neutral) but no alternator. He was profoundly disappointed in this and said that he didn't know how they could get enough power out of the engine to overcome that kind of internal friction and other losses and still put out enough at the rear wheel to provide a reasonable amount of power on the road/track."

So, basically, this is a lash-up that did not lead in direct line to a working, road- or race worthy motorcycle. It thus presents but a curiosity that accidentally got into private hands. It is of no direct historical value and the price was probably fair for that.

Talking of the real Cosworth Norton engines Richard later wrote: "Talking to Peter Kirby on various things last night. he remembers seeing about 12 crated Cosworth engines when he first started at (the Norton factory in) Shenstone. There were originally 25 units delivered to Wolverhampton, stored in #4 works on Sunbeam Street. I wonder where they are now?"

Give instruction to a wise man and he will be yet wiser. Proverbs 9.9

Len was a central figure in my old home town. It was all a long time ago now but I don't think I ever knew his other name, but that was a measure of his influence - he was the default Len, if you wished to reference another Len you would have to start adding descriptors.

This was a coastal town and when I say that Len was a man of influence it was really just amongst the local boating and fishing community that his presence was most heavily felt. I was not a member of that part of town life so to me Len was just a fellow who got referenced in conversation from time to time but I had no personal dealings with him. I was never interested in the sailing and fishing side of the town's activities, to me boats just got you wet, cold and miserable - and I already had a motorbike for that. When I was much younger I might get roped into a spot of dinghy crewing once in a while, but again, it just seemed to generate another reason for people to yell at me and I was still at school at the time so there was no shortage of yelling in my life. No, I was well shot of it all.

Nevertheless, it was pleasant little town to live. The harbour area was the town's focal point. All summer long dozens of brightly painted dinghies along with a few small fishing boats bobbed and danced merrily at their moorings; it was, quite literally at it happens, a picture post card view.

The trouble with boats - well, there are a good few problems with boats in my experience but I'll limit my dialog to the one that involves Len in this instance - is that they have to get hauled out of the water on a regular basis. As winter draws in and the storms approach, one by one they will be relocated out of harms way for a lick of paint and a generous dollop of TLC. Dinghies were much heavier then than the fibreglass things of today. Proper wood they were, hardwood fixed with sturdy brass screws and all under layers of ship's pine tar varnish.

This was where Len came in. Len owned a Land Rover you see. He certainly wasn't the only Land Rover owner in town but he was the only one who was prepared to drive the thing into the ocean on a regular basis. And it rather looked it too. How it passed its annual vehicle inspection with all that corrosion was beyond me and how the local bobby failed to notice those gaping great rust holes everywhere was equally baffling. I suspect that they didn't want to be the pariahs, the *personas non grata*, who would be labelled as the ones who deprived the town of Len's so very vital services.

Not that he drove it far, he, and it for that matter, pretty much lived on the jetty. From there he would back the boat owner's trailer across the sandy beach and into the sea and the quagmire of the harbour silt with his much rusted Land Rover and retrieve the vessel in question.

Now we come the tricky bit, the root of the problem really and the sad tale that follows; the payment. I had done the odd machining/welding job for some of these fishing boat owners and if you got paid at all (unlikely in my experience) you would be remunerated in herring or mackerel or what ever aquatic creature took the bait. But

Len was a fisherman, so paying him with fish could be problematic, even misconstrued as a passive-aggressive insult.

For out-of-towners it was easy; simply pay his fee with the coin of the realm. But for locals it was a slightly more delicate matter, and it wasn't just the money at stake here. If Len towed you for free you were dining at the high table so to speak, were you a true part of the local boating community, you were in the club, one of the boys, you were a *sea farer*.

What you needed, was not money, but some way in which you could do Len a favour so that barter could be done, your boat would be safely ensconced on *terra firma* and your lofty position in the hierarchy of the local boating community would be assured for another year.

As I mentioned, I was free from all this manoeuvring around Len and his Land Rover. However, alas, my boss was a dead keen fisherman, as, indeed was his boss; and he had his sea boots comfortably under the boardroom table. Len was still just a distant figure in my life, right up until that fateful day when I saw my boss, leaning heavily to one side, struggling towards my work bench. He was leaning to counter the weight of a something heavy. A door, a car door, a rusty car door - no, I see it now, a rusty Land Rover door! He plonked it down in front of me. 'Its Len's', he announced with a tone of some gravitas. See if I could do something the holes he was asking. I looked at it, I saw corrosion everywhere but I also saw he had left the glass in; and no wonder, the frame was so dilapidated it would have crumbled in his hands. 'Yes, no time to take it out, you'll have to be careful', were the parting words lobbed over his disappearing shoulder as he strode, vertical now, back to his office.

This was all taking place in an industrial facility on the edge of town where I was gainfully employed. We had an arc welder that would cause the town lights to flicker when you dialled it to eleven and we had a set of gas bottles. No MIG, no TIG, just old school oxy-acetylene and a #2 BOC tip.

I had my welding goggles down when I heard the sharp crack of fracturing safety glass. Even through the dark green lens I could see the ghostly outline of the Land Rover window now frosted into tiny particles. It balanced there for what seemed like an age, before crumbling, fragmented and cascading into the door cavity. Then, like sand through an hour glass trickled out through a rust hole in the bottom and onto the workshop door. Len's glass, from Len's door, from Len's Land Rover.....

A few months ago a friend of mine treated himself to the purchase of a 1949 Moto Guzzi 350. Single cylinder of course, bacon slicer flywheel, finished in maroon with gold pin strips; all the classic specs. They tell me it was really nice. However, before I got to clap my eyes on this little beauty a distracted driver forced both rider and machine into a Langley ditch and things went very sideways from there. I'm happy to report that the rider is well on the way to a full recovery and repairs to the bike are advancing progressively. It would seem that in the impact with mother earth the oil tank filler neck got snapped off and despite a complete and thorough search - one that even involved the inclusion of a metal detector - this filler neck remains at large.

I was keen to help restore this glorious little bike to full running order of course and I felt I could machine up a new filler neck and a screw cap to go with it but the angle it which the neck is attached is quite awkward in that it sticks both out and back at angles dictated by its attachment to the bike - and quite long at about four inches.

No matter, the local Guzzi *tifosi* are nothing if not dedicated and a sample tank was soon rustled up from someone's secret stash of Italian parts so that the necessary sizes and angles could be metered. The screw cap was missing but I could help with that.

So, I had a plan; the original tank got somewhat damaged when that filler neck was so violently ripped off so it would need to be repaired before the new neck was attached at those somewhat incongruous angles. This plan would involve some heating, some welding and some reshaping with an assortment of dollies and hammers. Always tricky of course, tanks - it's difficult to apply the reshaping forces from the inside out. But I still had that plan - the heating, welding, hammering one.

First up, remove the the paint in the affected area; let the dog see the rabbit as it were and avoid filling the shop with the acrid pong of smoke and fumes.

What I saw when I inspected the now burnished bright metal rather stopped me in my tracks; that much vaunted, heating, welding, hammering plan of mine was very much out the window. What I saw was a vision of Len's crumbling Land Rover glass tumbling to its fate all those years ago. *This thing was soldered together!*



No wonder the filler neck had snapped off so easily - and it was all made that way. I say solder but in truth it was probably wiped lead. Very old school and certainly out of my comfort zone. I had messed about with the odd radiator over the years but this was a far less solder friendly material: steel. There would be no heating, welding and hammering on this fragile and heat sensitive assembly, it would surely disassemble itself into its component parts and tumble to the workshop floor much as Len's window had done. I needed an brand new plan.

I could change the welding to brazing to save a bit of heat and I could even solder some sensitive areas. I could fill the indentations with braze or solder to eliminate the stresses of hammering on the deformations. A common trick is to wrap the heat sensitive areas with a wet rag to keep them cool but a rag soon dries out from the intense heat of the gas torch and the next thing you know, its on fire - ask me how I know. You just can't see that well from behind the welding goggles and its your nose as like as not that picks up on the situation - or someone yelling 'fire!' In your direction.

I was mulling over my options when I saw something: my waste bin - or rather, something in it. A recent bathroom reno had resulted in reconfiguring the exhaust fan ducting which had in turn left me with a small wad of yellow fibreglass loft insulation. A light went on. This stuff absorbs a lot of water, far more than a rag, and is all but non-inflammable. So, wrapping soggy wads of insulation on the soldered joints I was able to apply sufficient heat to get a result.

I've since used this trick to protect chrome from blueing or from overfilling Lucas wiring looms with smoke. Could you protect a Land Rover window with it? We may never know but if you bump into Len on your travels, pass this little tip on won't you; just don't mention my name OK? Submitted by Peter Dent.

AWAKENING THE BEAST by Ian Bardsley

Spring is nigh! It's almost time to brave the nearly salt free streets again. And after the winter snooze - just what incantations will stir the beast from its hibernation? Well, that depends how carefully you put-it-to-bed!

Fuel: In the best case, you drained the tank and emptied the carburetor bowls - just put new fuel in! In the lesser case, you turned off the gas, ran the carbs dry and put stabilizer in the fuel - turn the gas on! In case your memory is diminishing and you left the gas on all winter, better start looking for a carb gasket set and prepare for a tear down and clean-up.

Being lazy, most of the time I have gotten away with the second, rather minimalist technique, but once I did succumb to the third and paid a significant price in time and effort as the carbs on my Triumph Trophy triple were rather gummed up! Of course you might get away with an Italian tune up - get it firing and run it at high revs until the blockages are dissolved by the fresh gas.

Engine Corrosion: In the best case you "fogged" the cylinders, spraying special oil into the air intakes and turning the engine over to distribute it internally. It's a good idea to remove and clean the plug and give it a few turns before starting. But when it does, your conscience will be clear!

I think most of us rationalize that nothing bad will happen in the cylinders during in the relatively short off-season, but it depends where your bike is stored and how long it's dormant.

And then there's the engine oil. Ideally, you would change it before storage since the

anti-corrosion additives break down in-use. My bikes rarely reach the designated interval between oil changes these days and it is my policy to change it at least once a year. The other factor is wet-sumping; most of the oil in my Norton's has migrated into the bikes sump over the resting season and it is imperative to remove it if I am to avoid a seal "blow out". So, I change the oil before the Spring start-up as a matter of policy. With modern detergent oils and bikes that don't wet sump, this may be over-kill – but if you're going to change the oil this season – better now, and while you're at it – the filter too!

Ignition: I still run points in my Norton's (it's all part of the mystique, and I am older than the bikes). It is my practice to give the points a quick in-place clean-up using 320 grit wet-and-dry. I have found that the magneto is sensitive to point condition and this practice is easier on my aging knee. Also, I confirm the operation of the ignition system by observing the spark while the plug(s) are out.. you never know what winter has wrought. And for the more modern, a well charged battery is imperative!

At this point, you (or perhaps more poignantly the bike), is ready. For the Commando e-start, just prime the carbs, press the button and pray. For the ES2, set it on the centre stand, prime the carb, retard the ignition, get the piston onto compression, ease it over-TDC with the de-compression lever, hoist my feeble frame to its full height and launch with full downward pressure on the kick-start.... **Repeat as necessary.**



It has been a while since I have penned Shifting Gears. I have always enjoyed bringing fresh content from the wide circle of my motorcycling obsession to the GV. I know some you like to live life vicariously through my experiences, so I have been told, so here is my first for 2022, the year of the Tiger (well for some maybe). By Jim Bush

SIGNOR VINCENZO:

I shared on Facebook back in June 2021 that I had started on a simple de-coke of my Vincent twin. Simple enough according to the Know Thy Beast Book (the veritable bible for on working on the Vincent) - 15mins to remove the front end (complete with handlebars and wheel) and maybe another 30 minutes to disconnect and remove the rear swing arm, suspension, and wheel – leaving that magnificent lump of Vincent 1000 twin engine sitting on stage in the spotlight (ta dah!). Didn't quite go that well, 45mins for the front end, and maybe 90 minutes for the rear end, still simple enough. The engine lump didn't shine in a spotlight either, rather dripped and oozed dirty fluids. But what a lovely sight that engine is to look at, grab a beer, sit back in the wheelie shop chair, and admire.... take it all in.... pinch yourself you finally have one, cry about the ones lost to the crooks in Argentina (don' ask about that).

It is now February 2022, and I can say, it doesn't look like I have made much headway, in fact the engine is torn down to a bare skeleton with all the covers off, primary re-

moved, cylinders (muffs in Vincent lingo) off, heads off, timing side dismantled, magneto & generator off, gear box outer covers off. The months have been spent finessing and fine tuning all the details and upgrades, plus the required exercise of receiving a tissue sized box of parts in the mail that costs \$1000 every other month. There is no issue with finding parts for Vincents – the VOC have an online shop that sells everything, plus there are a bunch of other suppliers in UK and USA that carry stock or supply special parts. Finding the parts is not the issue, funding them is. It is surprising how much a small order costs. There is not much in the way of cheap aftermarket parts either, they simply won't be up to the quality that is expected by Vincent Owners.



Some of the upgrades involved delicate machine work, like an O-ring recess at the bottom of the muff, installing inlet valve guide seals (that was a full month of fiddly machining holding fixtures, screw rings), machining the heads for the 2 thou head / muff clearance. Spinning a \$\$\$ Vincent head in the lathe takes some kahonaz, but with the right holding fixture (borrowed from Dan Smith) the job is done with confidence. After the initial leak down test revealed a leaky inlet valve, I have refreshed the heads by de-coking and lapping in the valves only. The inlet valve guide seals will keep the oil consumption down to a reasonable level. I have new omega 8:1 pistons/rings going in the same bore to replace the tired 7.3:1 stock items, the muffs only needed a fine hone to clean up some minor scuffs and marks. So top end is pretty much done.

On the lower end I have a Grossert electric leg going on. Simple enough of an add on (much like the Alton add to a Commando), minor machining of the outer gearbox cover. The unit is made in France and looks almost invisible, except for the larger battery. I am also changing over to a Lucas 12V dynamo/generator from the legendary McDougalator AC generator that ate my primary chain. I sourced a 12v upgrade kit for the E3L generator from the UK – new armature, field windings, brushes, bearings and a solid-state regulator. Another upgrade is I am adding a primary side crankshaft oil seal, using an alloy adaptor plate plus machined the inside of the hardened drive sprocket for clearance.

Plan is to have Signor Vincenzo back on the road by June – so that will be one full year for the de-coke. Someone recently said to me “doing a Vincent is like doing 5 Triumphs” – seems right to me.

FISHY FISHY.

Flood time in BC saw us rescuing Nigel's Vincent from his flooded garden shed, along with his Ducati 900Ss and the offending Goldie. So sad to see these bikes had been

sitting in water up the axles. All safely stored away now. Fun times as Nigel had a plastic orthopedic boot on his leg and was practically immobile due to a torn achilleas tendon, dealt to him by his BSA Goldstar. Kicking a Goldie with 34deg advance has consequences Nigel! Allyson had said Nigel was stuck at home surrounded by the moat of floodwater about 18" deep (something like the Scene from Lord of Rings when Sauruman's tower at Isengard was sacked by the Ents and flooded) and that she was thinking of getting him out to the road in a wheelbarrow, but the water was too high. What a great supportive Partner!

CLINK CLINK:

Well, a certain ex-Norton Company Owner may be picking out some new riding attire, of the striped kind. Stuart Garner has finally been brought to justice for his malfeasance and criminal behaviour when he funneled about £14million of pension plan money into Norton to cover operating costs. He has pleaded guilty to three charges of breaching employer-related investment rules. Mr. Garner is due to appear at Derby Crown Court for sentencing on February 28. The maximum penalty for a breach of employer-related investment rules is an unlimited fine and/or a prison sentence of up to two years. It is not clear how much of the pensioner's money will be returned after Garner sold the company for £16mil to TVS in 2020. Garner did have a fire sale of all his assets, like the gold fixtured bathtub from Donnington Hall, his fleet of Aston Martins and Range Rovers. Surprised he is still hanging around in the UK.

There has been a lot of digging into the affairs of Mr. Garner at how egregious he behaved from the outset. One tale I find particularly disturbing is how he stole and ruined Spondon Engineering from under the noses of the former owners Bob Stevenson and Stuart Tiller. He bought into Spondon as a 50/50 investor at a time when Bob Stevenson wanted to retire. Bob wanted £360K for his share, during the negotiations Garner wrote a cheque for £90K and said would give another one in 12 mths (which he did, borrowed the money from his dad). Yes, he only paid half, and for whatever reason Bob accepted. The frame maker had a great reputation for engineering motorcycle frames for racing since the 1960's. The Spondon frames are legendary. they were the kind of business that didn't need to advertise, the quality of their work did all the talking for them, Whilst Garner is shaking the hand of the retiring Owner with one hand, the other is secretly taking out a huge loan for £1.2million against the company for its full asset value (including Tiller's share value) and it is this money that he used to buy into Norton at the first instance. So essentially, he bought Norton for £90K of his own money that he spun like Rumpelstiltskin into £1.2million. There are accusations of forged documents and signatures that haven't been proved as the signature pages are mysteriously missing. After a while it was Stuart Garners own father that goes to Stuart Tiller and says "I think Stuart (Garner) has one over you, better do some checking" Stuart Tiller replied "I don't see how he can! I'm a fifty percent shareholder in Spondon which is a limited company. I was running the company day to day and Stuart never came anywhere near it. What can he do?" After a check with the Land Registry, he discovered a huge mortgage against the firm. It wasn't long for reality to sink in. After floundering around, finally in 2013, Stuart Tiller walks in and throws the keys on the desk at Garner and walks away. End of an legend, say sad. Read the full article at <https://www.superbike.co.uk/article/norton-was-it-a-fraud-from-the-start>

Rebuilding a 1968 Norton Atlas by John Martin

I had known about the location of this disassembled bike from pretty much the time I joined the BMOC in late 1985. I had been voted onto the review committee & we



would hold the executive meetings in Ken Smith's (an early club member) kitchen off Kingsway. The parts were sat under the stairs into the basement & he was going to restore it as a concurs model with many new & stainless steel parts. The bike had been owned by Alan Trigg, the president of the BMOC at that time.

Ken moved house about 20 years ago & the bike parts were packed & wrapped up into boxes for the move. He

would show up to meetings frequently & I would ask how he was progressing with the restoration, but the parts were still in boxes. In early 2020 I asked if he might be interested in selling the project & he said "Yes". A price was quickly agreed upon & I was round to his house the next day to pick the bike up!

All the parts came in about 20 boxes with the frame, wheels & petrol tank. The boxes were marked as to what their contents were & the parts were carefully wrapped in old newspapers, clothes & small items in peanut butter containers. The frame was already painted gloss black & the tank was an awful black / silver color with many badly filled Bondo lumps on it. There was a larger box with the exhaust pipes & fenders sticking out.

The reason I think why this bike had been taken off the road was that the fork stanchions were badly bent back, the front fender had a large dent in the back & both clocks had broken glasses & scuffed bezels. It must have had a bad shunt into something quite solid at some point previously.

Ken had obviously wanted to do a full restoration on the bike as he had bought a complete set of fasteners, wheel spindles, spacers, rear brake rod & engine plate covers, all in stainless steel. Many new parts were in the boxes including fork stanchions, wheel / engine bearings, bushes, shells, piston rings, Commando twin leading shoe front brake plate, tires & a seat cover. I really didn't need to buy too many other parts to complete this project, the largest item being a pair of mufflers. There were also a few small items needed, like primary / final drive chains & an air filter. A Boyer electronic ignition was fitted in the points housing located behind the cylinder block.

I had never put together a stock Norton featherbed motorcycle before, all my

previous featherbed bikes had either been a Triton or café racers, so I had no idea where all the necessary electrical items & extra frame brackets went. The parts manual is of no help when trying to figure this out, but Colin Kelly of Custom Classic Cycle Parts was a great assistant with these problems. The tank was sanded down, finished with body filler where necessary & painted in candy apple red, the correct color for that year. The front forks, engine, gearbox & primary drive were all assembled with new bushes, bearings, shells & gaskets, all relatively easily. I reupholstered the seat with new foam & the seat cover & installed new glasses & bezels on the instruments.



I still have to do something about the fenders. The front one was made serviceable by removing the dent with a hammer & dolly but the front edges are scuffed from the crash. The rear fender has the front section cut off & was swiveled forward to give a more sporting look, but it doesn't look right on the bike. I can't find any British made ones, the only option being new ones manufactured & chromed in India & I've heard horror stories about their quality, so I still need to make a decision on that.

The Norton featherbed frame is renowned for it's immaculate handling qualities & the Atlas engine also famous for it's intense vibration at higher revs, but the overall bikes silhouette looks perfect. It will be interesting to see how the overall performance compares with my 1972 Norton Commando Roadster, a model that superseded the Atlas in late 1968.



Tip submitted by Bevin Jones.

"A chain connecting link of the correct size for the rear chain of one's machine makes a useful key-ring, which is on hand should any chain breakage occur."

BMOG - CALENDAR of EVENTS 2021 - 2022

Weekly breakfast meetings and ride, 8am Sunday at Big 6 Restaurant - 7660 6th Street, Burnaby (On Hold until further notice)			
MONTH	DATE	EVENT	CONTACT/Venue
NOVEMBER	11	BMOG General Meeting	7:30pm- BBRC - Bring your problem & see if we can answer
DECEMBER	9	BMOG General Meeting	7:30pm- BBRC - Video night
	4	BMOG CHRISTMAS DINNER	Contact: Geoff May geoffmay@telus.net
JANUARY	1	ANNUAL NEW YEAR'S DAY RIDE - weather permitting	To Be Decided
	13	BMOG General Meeting	7:30pm- BBRC - Geer boxes looking inside Geoff May
	22-24	The Motorcycle Show Vancouver - Tradex - BMOG Display	Cancelled due to Pandemic http://www.vancouvermotorcycleshow.ca/
FEBRUARY	10	BMOG General Meeting	7:30pm- BBRC - Electricity "Don't let the smoke out" Ian Bardsley
MARCH	10	BMOG General Meeting	7:30pm- BBRC - Taking good motorcycle pictures Robert Smith
	TBA	Victoria Motorcycle Swap meet, Luxton Hall	To Be Decided
APRIL	14	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	17	BMOG RIDE-N-TUNE	Venue: GEOFF MAY'S depending on Social
	23	LAMB'S St Georges Motoring Show - Ft Langley	Depends on Covid
MAY	1	Classic Bike Swap Meet & Show n' Shine - is back on at a new location - AGRIFAIR ABBOTSFORD	Contact Todd Copan http://www.classicbikeswapmeet.com/
		SHAKE DOWN RIDE - Fort Langley	BMOG Executive to decide
	12	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	21	Vancouver ALL BRITISH FIELD MEET - ABFM @ VanDusen Gardens	Entry Forms Here: www.westerndriver.com/?page_id=12335
JUNE	5	BMOG SINGLE CYLINDER RIDE	Geoff May - Fort Langley
	9	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	12	BMOG DUFFEY LAKE RIDE	
	19	Beacon Hill Park Fathers Day Picnic and Show &	Depends on Pandemic
	24-26	BMOG SALT SPRING CAMPOUT AND BBQ	Depends on Pandemic
JULY	1-3	RIONDEL Campout, West Kootenays	BMOG Okanagan Chapter TBA
	14	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	TBA	18TH Annual Kootenay RAT Raid, Nelson, BC	Depends on Pandemic
	TBA	BMOG SUMMER CAMPOUT - PRINCETON	Contact: Geoff May Depends on Pandemic
AUGUST	11	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	TBD	46th Annual Heritage Show n' Shine and MG & Jaguar Club	Hazelmere Park, 8th Avenue, Langley
	TBA	Vintage in the Valley Show n' Shine	Depends on Pandemic
	26-28	FRONTIER RALLY - WILLIAMS LAKE	Contact: Colin Kelly
SEPTEMBER	4	10th Annual Crescent Beach Concours D'elegance	Depends on Pandemic
	11	BMOG ANNUAL SUNSHINE COAST RUN	BMOG Executive
	8	BMOG General Meeting	7:30pm- BBRC - To be decided Send a suggestion
	17	BMOG MOUNT BAKER RIDE	Depends on Pandemic
	TBA	DISTINGUISHED GENTLEMEN'S RIDE - Fund	Peter Vanderkooy Depends on Pandemic
	25	BMOG FALL BBQ	
OCTOBER	13	BMOG ANNUAL GENERAL	7:30pm-Burnaby Rugby Clubhouse



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