

When I bought this 1973 Triumph Daytona 500 in late Summer, 1973, the Japanese invasion had pretty much pushed British bikes to the background. Mostly what I saw around the neighbourhood were 350cc and 450cc Hondas and Kawasaki Triples. I craved something a little different, so I looked in the phone book, found Classic Sports and Cycle Triumph dealer on O'Connor Drive, Scarborough, and paid them a visit. When I walked into the showroom, it was love at first sight. This little brand new red Triumph looked exactly how I thought a motorcycle should look, and when I sat on it, it felt exactly like how I thought a motorcycle should feel. I had to borrow the money to buy this bike. It was four months of my gross pay. Insurance was a cold chill-inducing \$225/year – more than half a month's pay.

This was the time of the workers sit-in at the Triumph Meriden factory in England.

I did not know much about motorcycles at the time, but owning a Triumph is a learning experience. I had my first crash when it was about a week old, listening to the advice of some "more experienced" riders who insisted that I needed to break in my front brake. There was a bit of scratched chrome and a huge bruise on my ego.

Things went pretty well with the bike for the first couple of years until a ground wire shorted out and did a job on the wiring harness. The bike ended up sitting for several years, and luckily it wasn't worth selling, until such time that I realised I could not part with it. I later stripped it down, polished the frame, had everything powder coated, put it back together, converted it to twin Mikunis and finally a single Mikuni carburetor, and that's how it's been for the past 25 years or so.

Owning a Triumph in the 1980's did not make me part of motorcycle mainstream, however, it did make you CVMG mainstream. When I met Bengt Sormon, Harry Roberts, and some others, and found out about CVMG and was desperate for my bike to make it's tenth birthday so I could be eligible to join. Motorcycling has introduced to me to many life-long friends.

For the most part, the Triumph has been my daily rider. It's an exceptionally comfortable bike at back road speeds. Road handling is stellar and the controls fall easily to hand. This bike has been a lot of fun, always garners some attention and hasn't left me stranded (touch wood) since about 1998 when a valve guide broke on an Old Fort York Spring Ride. A broken valve guide makes absolutely horrific sounds.

In 1996 I trailered the bike to Cape Breton and I would rise early in the morning, hop on the bike and blast up the Cabot Trail for a couple of hours, turn around and come back, just in time to join the family at the breakfast table. On this trip were Harry Roberts, Ernie and Terri Olivo, Dan Graham and Barb, Fred Crawford and his daughter, Amanda. We had all rented a house together. Good times. Good memories.

I've never taken the bike on an extended ride, but I've done many enjoyable weekend rides of 500-600 miles. When our sons were little, Lynda and I shuffled them off to the grandparents and rode out, camping gear and all, 2-up to the Ameliasburg Rally. That same year, we rode to Haliburton on the Ride for Sight. I don't expect to have trouble with the bike when I set out, and I'm never disappointed.

For the past few years we've been taking evening rides around our cottage in South Frontenac, and now that we've move to Cobourg, we've started exploring the Northumberland Hills and area.

I mounted a little oil cooler (look near the passenger peg) that I made when I was working in Karol Dabkowski's

machine shop, and some stainless steel muffler brackets that I made around the same time, put in a halogen headlight, added a little extra chrome. Updated to taper roller steering head bearings a while back . Otherwise it's completely stock. I built an extra-long kick start lever and it's on the shelf ... should it become necessary.

It went through a period with a purple metalflake gas tank and chopper-style mufflers and chopper pipes. Ah the 70's!

Over the years I've got some Best in Class awards, one at the Pickering Bike Show years ago and one in Delta. This bike has been a part of my life for a very long time and has brought me a lot of enjoyment.

Phil's photoshoots were done any Sunday morning depending who showed up at the Canary and Phil was there, but I don't think any more than two got done any Sunday. He was hoping to get all the Section regulars, but it just didn't work out.