

GOOD VIBRATIONS

NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

May 2022



Above All British Field Meet

Below Distinguished Gentlemen's Ride
Photos Peter Vanderkooy

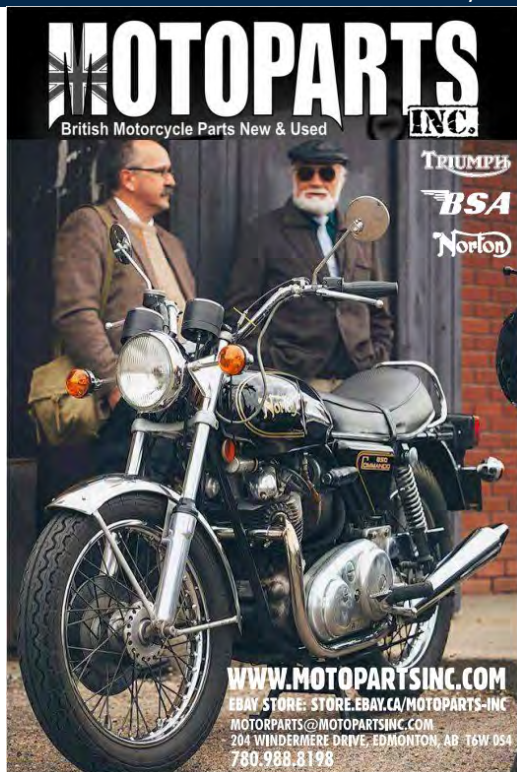


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BMOC ADMINISTRATION FOR 2020-2021**BMOC EXECUTIVE**

Past President, Nigel Spaxman, nigelspaxman@gmail.com

President, Geoff May, geoffmay@telus.net

Vice President, Daryl Brown, dbrown@djblaw.ca

Secretary, Robert Smith, t695sprint@icloud.com

Treasurer, Ian Bardsley, bmoc.treasurer@gmail.com

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

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BRITISH COLUMBIA COALITION
BCCOM
OF MOTORCYCLISTS

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



President's Message

Hello BMOC members,

Well time flies, it's been almost a year since I said goodbye to my wife, and she is missed. I know I've been MIA for some time now and most of that is dealing with my personal stuff. To say the least it's really difficult after being joined at the hip for 50 + years.

Our year is going well with things moving along, Salt Spring Campout is set for late June. The Princeton Campout is a go, I've contacted Princeton Municipal Campground and they are creating some sites that can accommodate more than 3 tents and they will reserve some for us. I will create a South African meal for Saturday night, it will be a curry, lets hope that you like it. Its tradition is basically the same as a hotdog stand after a night at the drive in BUT it's South African style. I've made it before and invited some BMOC guests to partake and they all enjoyed it.

The INOA rally for 2023 will not be held by us at this time, the logistics are just too difficult to sort out.

Your executive will be retiring in October this year, the reason for a heads up is to try and solicit NEW BLOOD to run. For the past few years, it has been a handful of us that keep rotating positions and we are all getting a little burned out, (me especially). It's time for some of you to step up to the plate and take a few swings at being more involved, hence the heads up. I know many of you have opinions on how to make things work better so now is your opportunity to make those ideas happen.

In my MIA situation I would like to thank some people who have really supported me in club matters. Robert Smith has single handedly been extremely supportive of where I am and has taken on some really difficult tasks single handed, Thank You Robert.

Eric Hutton has stepped in to arrange BMOC Discounts at LORDCO, Aldus, KMS tools and now International Motor Sports, as well as getting advertisers online for our newsletter, Thank You Eric.

Last but not least have a good year, I'm away for a little dealing with personal stuff but I know you will be in good hands.

Keep the rubber side down.

Cheers, Geoff



SHIFTING GEARS

SHIFTING GEARS: (Apr 2022)

For some, the coming of Spring is usually evidenced by the springing up of flowers, daffodils, tulips etc, but for us Motorcyclists it is the swapmeets and moto gatherings that signal the start of the riding season. For the last two years this has been sadly missed, until now.... Interesting feeling in the air with the relaxation of covid measures and restrictions and the sense that our pre-Covid lives could soon be returning to some sort of the

“new normal”. Evidenced when I attended the Lyndon Swapmeet Apr 23 and had that first real post-Covid coming out moto experience, meeting people face to face that you haven’t really seen for a couple of years, being part of the throng wandering aimlessly looking over the same few tables for that “one” part that seems to elude. It brought a feeling that things are coming right again, and we will be fine.

The bikes on display were amazing – half a dozen exquisite Vincent’s, an extensive Norton display by the Northwest Norton Owners Club and long line of Japanese and European bikes. Not a lot of vendor tables, but enough to make a few passes. Mark Zenor from Tacoma had filled a couple of tables with Norton pats and was doing a brisk business.

The best part of the Lynden event was casually hanging around catching up with people, sitting around the picnic tables outside in the Spring sunshine, enjoying a coffee or a torta from the Mexican food truck nearby. It was an unusual impromptu gathering of what seemed like the lost... being able to connect again and catch up on life. There was no hurry to scurry off and everyone felt happy just to relax and enjoy the social intercourse.

Crossing the USA land border for the first time in two years was a little unnerving, not knowing what to expect with the interrogation questions on both sides, do we have the right documents? do we have travel insurance?, do we wear masks?, completed Arrive Can? – all a little too unfamiliar and I gather maybe still out of the comfort zone for a lot of other Canadian’s not wanting to make the trip. It all went surprising well, without a hitch, even not having to pay tax on a hefty sum declared for motorcycle parts that I had picked up.

The “Ride-n-tune” was held next day at Geoff’s and is our clubs first real event to kick off the riding season.

A READING FROM THE BIBLE

“Know Thy Beast” by E.M.G. Stevens – KTB the Vincent “Bible”

Researching the details on the crankcases and main bearing led me back to KTB Chapter 7, where the instructions for determining whether you have a loose bearing race goes like this...

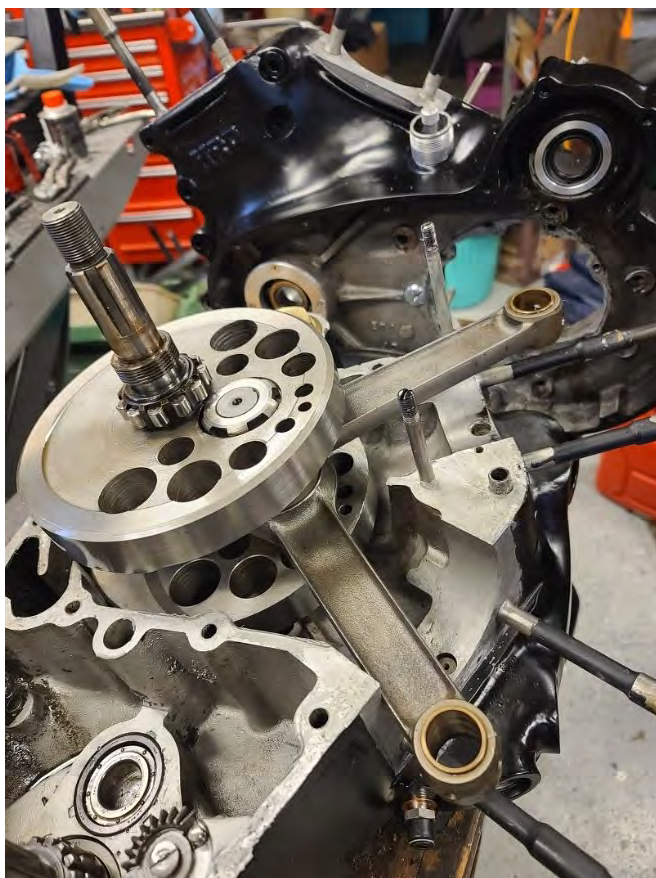
“It is often possible to hear a loose drive side race: take off the chain-case inspection cap and turn the engine over with the kickstarter, whilst keeping an ear close to the inspection hole. If you are too old and decrepit to perform this admittedly difficult acrobatic feat, get somebody to do the kicking part of the act. If you hear a “plop” sound as the piston goes up and down, the race is loose.”

That brings me to.....

SIGNOR VINCENZO:

Things on the Vincent front have not gone according to plan. Since I last reported, the build has taken a turn to the dark side. I had cleaned, vacuumed, and rinsed out the crankcase, ready to install the pistons and top end. I had lubed the crank and left a couple of tablespoons of fresh oil in the bottom of the crankcases as advised. Next morning, a least one tablespoon of oil was on the bench....leaked right through the case joint. Well simple answer is split the cases to reseal the joint. This involves removing the gearbox, which was the last piece left intact on the motor. Simple enough according to KTB, it is a cassette style with the gearset coming out with the inner cover, well in theory anyway. My gears cascaded out on the bench in a random pile – I missed the part about bringing the cam-plate out with the gears.

Everything looked good, until I inspected the layshaft bearing – it was toast, the inner race extremely loose and rattling around 1/8". Well that was good to find that now instead of at some unexpected roadside failure. The gears didn't seem to show any signs of damage despite this bearing being in this state for many thousands of miles it seems.



Now the crankshaft is out and what a lovely piece to behold it is. It needed to be checked for struth. Off to Dan Smiths for testing. It checks out as zero-zero-zero or in technical speak "right on". That is a relief! Dan looks at the crankcases and sees that one of the bearing races has walked out $1/32"$, which is a sign that bearings are loose in the cases. If left to continue, it will contact the crank-pin nut with serious consequences. He taps it back with the tiniest of taps and likewise with the small outside roller. I am instructed to heat the cases to 200degF and remove the bearings and races. On the Vincent there are 2 bearings on each side of the crank, 4 in total. I heat the cases as instructed and two of the races just drop out by themselves – these are indeed loose.

Back to Dan's with the cases for line boring and resizing of the bearing holes – this is to take out any bell mouthing or ovality and clean up any marks or damage. With four main bearings, perfect alignment is critical. Now we have proper sized holes, we need to get the bearing races hard chromed oversize and ground down to each specific bearing hole size, accounting for the 2 thou interference fit. That is where I am at as I write this – waiting for the bearings at the plater. So still a long road to go before it all comes back together. I am so appreciative of the resource base with the local Vincent group and help and mentorship received.

NZ and a NORTON 961

I made a visit to see my mother in NZ back in March. She had had covid and was in recovery. When I arrived, she was fit and well, with the big smile, so that was a great relief.

One evening I made the trip over the Kaimai's to Cambridge area to visit with another Nortoneer, Iain Brown, who has a 961 Norton. It was through the INOA I was connected to Iain and figured a visit was in order. Iain's 961 was purchased from Mark McLennan's widow after Mark's untimely passing. Mark was the NZ Norton Owner's Club president and was on his way to a NZNOC rally when struck by a car. I had met Mark on several occasions, one of which was at the Barber Vintage festival, he was a proper Norton ambassador.

Iain soon realized that all was not well with the 961 Norton. Very noisy and running erratic. With the help of Dr. Lex they undertook the "blue printing" process that is required for these early 2013-2014 bikes, as I have detailed and blogged on the Access Norton Forum. They found all the same issues with the crankshaft mounting plate bolts loose, requiring the crankshaft to be trued, bearings were Ok (not the Czech ones, but Koyo), and the balance shaft within spec. Replacement of the aftermarket (read cheap nasty replacements installed at the factory) for the high-end expensive Bosch components that were part of the specified design. He also replaced the ECU with a programmable version. He reports it is running remarkably well.



Dr Lex (on left) and Iain Brown in NZ finishing up work on the 961

I really enjoyed my visit with Iain – he also has an 74 850 that he has updated to be his regular tourer with all the proper mods (Alton starter, Landsdowne fork upgrade, brakes, electrical power box fuse mods etc.), much like I have done with my “Interback GT”. Iain also had a lovely 50’s Featherbed ES2 Norton single.

STUART GARNER...An update regarding Stuart Garner – he has been convicted of pension fraud, but received a suspended sentence, meaning he will not spend any time in jail... horse shoe or what?

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 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.



Distinguished Gentlemen's' Ride see article pages 14 and 15 photos Peter Vanderkooy





Above RideN'Tune Robert Smith, mid left RideN'Tune Bevin Jones, Mid right All British Field Meet Peter Vanderkooy, Bottom All British Field Meet Alan Comfort.





The pictures on this page and the following page are from the All British Field Meet VanDusen Gardens by Alan Comfort see article on page 13.





A Garden of Delights

Alan Comfort, Roberts Creek, BC

What better way is there to spend a warm and sunny Saturday than to wander about in a beautiful garden filled with British cars and motorcycles? The All British Field Meet at Vancouver's VanDusen Gardens was the perfect antidote to the long and cold west coast winter that has extended well into this year's spring months. The BMOC has hosted the ABFM Motorcycle Class for as long as I can remember. For the past 25 years I have been riding a BSA or a Velocette to this event. This year I decided to bring a recently resurrected MG TC. I know, it has two wheels too many (or three if you count the spare) and three extra cylinders, but it leaks oil, smells bad and has the same rattles and clatter as our beloved British motorbikes.

Hats off to Robert Smith for organizing the display of ten of Britain's finest, complete with banners, canopy, table and plenty of chairs for members' and visitors' comfort. The nicely turned-out Nortons, Triumphs, BSA, Velocette, DMW and Vincent motorcycles were the first things that visitors saw when they entered the show and our display area drew in a large crowd throughout the day.

And thanks to all the participants who took the effort to display their bikes:

1961 Triumph TR5R, Ed Lederis, Victoria
1954 DMW 200P Mk 1, Tom Arnott, Squamish (new member)
1961 Triton, Lionel King, Vancouver
1948 Vincent Rapide, Andrew Peters, Victoria
1957 Velocette MAC, Joe Li, Burnaby
1954 Triumph Tiger 100, Darcy Edgcombe, Langley
2005 Triumph Daytona 955i, Chris Hibbert, Vancouver
1971 BSA B50SS, Keith Barnett, Langley
1973 Triumph TR5T Trophy Trail, Robert Smith, Ladner
1967 Norton Atlas, Ken Davies, Black Creek
1975 Norton Commando, Mike Dobbs (new member)

Of special interest in the motorcycle class was the 1954 DMW 200P Mk1 (Dawson's Motors Wolverhampton) owned and restored by new member Tom Arnott. DMW along with James, Excelsior, Greeves, Paragon, Sun, Norman, Ambassador, Francis Barnett and a plethora of other small manufacturers turned out inexpensive Villiers powered lightweight motorcycles that were meant to provide cheap transportation in post-war Britain. Very few of these bikes survived as they were soon replaced by more powerful and stylish motorcycles or as soon as owners were able to afford automobiles for daily transport. This 200cc 2-stroke twin was at the top of the range for this genre of motorcycle and has been in the family since new. The level of fit and finish on the restoration of this DMW is truly remarkable. It received a well-deserved special recognition by the ABFM judges. (picture page 11).



Sunday May 22, 2022 the Distinguished Gentleman's Ride**Peter Vanderkooy:**

The weather was great and well deserved, since we have had record rainfall this spring here on the West Coast, it appeared the motorcycle gods were certainly on the DGR side.



The BMOC has participated in the past when individual members entered as have I since 2016. This year a team was created called the BMOC West-coast Riders the 'caveat' was that it fell under the DGR and not the BMOC for sponsorship. Joe Li

and myself took up the challenge and the fundraising began. Joe Li entered his 1959 Ariel 250cc Two Stroke Twin, myself on my ever trustworthy 2009 Triumph T100 Bonneville.

Events like this and when on the motorcycle I always enjoy the usual positive, public response and the spontaneous, motorcycle stories, about grandparents, wars and family picnics on the 'motor', places seen and to be yet visited, this was no exception, on a side note that this was a family affair resplendent with children and dogs of all sizes and ages and 'that can't be all bad'.

So what is the DGR? The Distinguished Gentleman's Ride? It is an annual global event that has raised over 30 million dollars since 2012. The idea being to raise funds and awareness for prostate cancer research and supporting men's mental health and suicide prevention, The monies are invested by the Movember movement, the largest men's organization in the world. There is a lot of information on the internet, hopefully some may inspire you, the actual 'fundraising' is open until June 05, of course if you wish a further chat, reach out, contact the writer or Joe Li.



Sydney Australia is where it all started by Mark Hawwa and some friends, inspired by a photo of TV Show Mad Men's Don Draper astride a classic Matchless motorcycle, wearing his finest suit, most of us have replicated this pose or aspire to, see pic.

Here's an overview of the route. Over 300 riders gathered at Trev Deeley's in Vancouver (Boundary and 1st AV). We received some honorary mention (BMOC) during the opening introductions and guidelines. It is extremely well organized by very capable event arrangers and planners. There were 5 ride Captains, Safety, medical sup-

port and a fully equipped sweeper van.

We left at around 10:30AM and swept through East Vancouver, Gastown and looped through Stanley Park where we collected at Lighthouse Park. It was a spectacle to behold. After Stanley Park and the many photo opportunities, police escort, we circled through the Downtown areas and Strathcona, eventually finishing at International



Motor Sports on Grandview Highway. There we were welcomed by food / drinks and live music a backdrop for stories told and created.

Perhaps a note here about the cast of supporters and participants being largely a generation of GenX and later, perhaps somewhat intimidating or even non relevant to us BMOC members. From my perspective motorcycles, community and

involvement keeps me enthused, motivated and might I say even young in spirit and or action.

This event has the BMOC stamped on its DNA; classic, vintage, a great cause, friendly enthusiasm and a great way to spend an otherwise routine day.



There are a lot of 'great events' planned this summer, I encourage everyone to participate whenever possible, creating memories and making new friends of the British Bikes

Don't try this at home.

By Patrick Jaune

In 1971 I was a spry 21. My buddy Russell and I were teaching at a trade training institute in northern Zambia on a 2-year contract. He had purchased a new Honda 90cc trailbike with knobby tires. Smart. I, on the other hand, had opted for a used and tired BMW R50. Not sure what year it was; probably early '60s. Regardless, as I related in a previous story, it didn't make the entire trip from Lusaka. It took 6 months for the needed parts to come from Germany. In the meantime I lent the bike to the mechanics class to use as a teaching tool. They fully dismantled it and then reassembled it again.

Finally back together, I picked the bike up from the shop and rode it (a short distance) home, getting soaked in the process. It is hard to fathom the amount of water that falls during the rainy season, but then the sun comes out and since the rain is warm it isn't unpleasant. Russell suggested we celebrate this momentous event with a beer at our favorite haunt down the road. This was before I had heard the term "riding apparel". We rode wearing shorts, sandals and a shirt in those days. No helmets, gloves or eye protection. I don't recall if either of us actually verbalized it, but it soon became obvious that the race was on.

By the time we reached the entrance to the school (a short distance), it was nightfall and the rain had stopped. The sun sets fast near the equator. From here it was a straight 3 mile stretch down the main road to the roundabout on the edge of town. The main road consisted of a single lane featuring 2 deep ruts (at this time of the year) and bordered by 2 ditches, 8 feet deep, on either side. Did i mention the rain? The ditches were flat at the bottom for about 3 feet and sloped up symmetrically. In this former colony they drive on the left-hand side; very much like the British, so that the right-hand rut belongs to oncoming traffic. I had assumed the latter position as we tore off down the road. I saw the truck bearing down on us in plenty of time to overtake Russell: or so I thought. Due to a lack of sufficient traction, that was not going to happen and it was all I could do just to keep up with him. I had no other option but to tuck in behind him, which I did. Beaten for the moment, I opted for what at the time seemed a brilliant idea and dipped down into the ditch. It was only then that I remembered the entrance to the girl's school up ahead and the culvert that ran alongside. Confidant that the build-up of earth would produce a ramp, I accelerated towards it with improved traction. Russell, having lost sight of me, had slowed and was looking all around. He later told me that he turned to see the bike 3 feet off the ground and me 3 feet off the seat. Never let go the handlebars (i.e. I held on for dear life). I cleared the road and the bike kept a near horizontal stance as I plunged into the far ditch. I hit the ground hard and the front end went into a violent wobble. Miraculously the bike stayed upright and I came down on the seat, both feet landing on the projecting cylinders. This motion and the fact that I had a firm grip resulted in a sudden increase in speed. The bike lurched forward and the front end settled down. Aware that there were additional obstructions in front of me, I found the foot pegs and climbed back up the slope. Having lost sight of me again, Russell had held back which allowed me to regain the road in front of him and on to the roundabout.

The next day, I was some 20 miles into the bush when the bike quit. I looked down to see that both spark plugs were broken. (I wonder how that happened). Needless to say, I had neither tools nor spares. On the right, the porcelain had pulverized rendering it unsalvageable. The left spark plug had cleanly broken in 2. A small ridge on the break allowed me to mesh the 2 pieces and as long as I applied pressure on the end, it would stay in place. By leaning over the bike, I could hold the spark plug in position and keep the bike upright. The kick start lever, being perpendicular to the bike, made it easier to kick over. I was able to get going with my foot on the end of the spark plug. I had to repeat this process several times but eventually made it back. I forget how long it took me to source new plugs.

One day, Russell and I were racing down a bush road, he on his trail bike and me on a borrowed 90cc step thru. The foliage arched over the roadway, creating a tunnel thru which beams of light shot down here and there. Magic. I was on the left-hand side with Russell just ahead on the right. The road suddenly veered off to the left and I saw Russell just barely sidestep a 3 foot high anthill. I could not see that the anthill stretched back into my path. Nor did I have time to react. I can confirm that an anthill is no substitute for a proper ramp. The front wheel hit and shot up. The back wheel followed, flipping the bike and sending me on a parabolic trajectory which ended when I hit the ground flat on my back. Winded and stunned, I closed my eyes and waited for the bike to land on top of me. I soon realized that it would have done so by now but hadn't. Having regained my breath, I rolled over to see the bike lying on its side about 50 feet behind me. I eventually got up and having sustained no visible injuries, picked up the bike. Apart from a few blemishes, the bike looked fine and we were soon off again. No ants were harmed during this stunt.

This just goes to show that if bikes were meant to fly they would be equipped with wings and intentionally or not, it is not a good idea to leave the ground. I have had my fair share of spills over the years and have been fortunate not to injure myself too badly. I have yet to break any bones. Dumb luck. I offer these tales of youthful folly and daring do for entertainment purposes and I strongly suggest that you not try this at home.

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.



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BMOC - CALENDAR of EVENTS 2022

| Weekly breakfast meetings and ride, 8am Sunday at Big 6 Restaurant (On Hold until further notice) | | | |
|---|---|--|---|
| MONTH | DATE | EVENT | CONTACT/Venue |
| MAY | Can-celled | Classic Bike Swap Meet & Show n' Shine | Todd Copan http://www.classicbikeswapmeet.com/ |
| | 12 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | 21 | Vancouver Classic Car Show @ VanDusen Gardens | http://westerndriver.com |
| | TBD | SHAKE DOWN RIDE - Fort Langley | Postponed: email announcement |
| JUNE | 9 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | 12 | BMOC DUFFEY LAKE RIDE | email announcement |
| | 19 | Beacon Hill Park Fathers Day Picnic and Show & Shine | Beacon Hill, Victoria |
| | 24-26 | BMOC SALT SPRING CAMPOUT AND BBQ | email announcement |
| JULY | 8-10 | RIONDEL Campout, West Kootenays | BMOC Okanagan Chapter, contact Nigel Whittaker nigel.whittaker@hotmail.com |
| | 10 | MOTOGIRO D'COSTA Del SOL - Moto Lago, Gibsons | Single Cylinder Ride from Gibsons Landing to Egmont. Contact allan.comfort@gmail.com |
| | 14 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | 26-28 | BMOC SUMMER CAMPOUT - PRINCETON | Geoff May - email announcement |
| AUGUST | 11 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | 26-28 | 51st MG & Jaguar Club - HERTIAGE CLASSIC REVIVAL | Steveston http://www.jaguarmg.com/heritage.shtml |
| SEPTEMBER | 4 | 10th Annual Crescent Beach Concours D'elegance | |
| | 11 | BMOC ANNUAL SUNSHINE COAST RUN | email announcement |
| | 8 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | 17 | BMOC MOUNT BAKER RIDE | email announcement |
| | TBA | DISTINGUISHED GENTLEMEN'S RIDE - Fund Raiser | https://www.gentlemansride.com |
| | 25 | BMOC FALL BBQ | 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 | 8 | BMOC General Meeting | 7:30pm-Burnaby Rugby Clubhouse |
| | TBA | BMOC CHRISTMAS | email announcement |
| Dis-claimer | information only, participate at your own risk, check emails for updates & location details | | |

last updated May 14, 2022