



NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

June 2023

 A detailed illustration of a vintage motorcycle, likely a Harley-Davidson, shown from a three-quarter front view. The motorcycle is black with chrome accents. The license plate area on the front fender reads "RIONDEL 40".

40TH ANNUAL
Riondel
VINTAGE MOTORCYCLE RALLY
PRESENTED BY THE WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB QUAKWAM CHAPTER

ALMOST THE MOST POPULAR VINTAGE MOTORCYCLE RALLY IN THE WORLD

JULY 7 - 8 - 9, 2023

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JUST GOOD FRIENDS AND GOOD TIMES!
 NOMINAL FEE FOR CAMPING AND SATURDAY BBQ DINNER

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 Front and rear cover posters designed by Bevin Jones.

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2023 UPCOMING BMOC ACTIVITIES

Events June to October 2023

Weekly breakfast meetings and ride, 8am Sunday at Big 6 Restaurant -7660 6th Street, Burnaby

JUNE	3	Mods VS Rockers	Joe Li: joekaboli2@gmail.com
	8	BMOC General Meeting	7:30pm- BBRC – To be decided send a suggestion
	18	Kelowna Fathers Day Picnic and Show &	Shayne Metz: shaynemetz@hotmail.com
	19	Beacon Hill Park Fathers Day Picnic and Show&Shine	Beacon Hill, Victoria
	21-24	INOA Rally, Wintrop	
	24-26	BMOC Salt Spring Island Camp Out	To be decided
JULY	7-10	Riondel Campout, West Kootenays	BMOC Okanagan Chapter Nigel Whittaker: nigel.whittaker@hotmail.com
	8-9	BMOC Duffley Lake Ride	email announcement date to be confirmed
	9	Abbotsford Flying Club event MC welcome	Airport Way, 11am, no admission
	10	MotoGiro D'Costa Del Sol - Moto Lago, Gibsons	Single Cylinder Ride from Gibsons Landing to Egmont. Contact alan.comfort@gmail.com
	13	BMOC General Meeting	7:30pm- BBRC – To be decided send a suggestion
	29-31	BMOC Summer Campout - Princeton	Geoff May - email announcement
AUGUST	10	BMOC General Meeting	7:30pm- BBRC – To be decided send a suggestion
	19-21	Frontier Rally - Williams Lake	Contact: Colin Kelly
	26-28	46th Annual Heritage Show n' Shine and MG & Jaguar Club	Hazelmere Park, 8 th Avenue, Langley
SEPTEMBER	4	10th Annual Crescent Beach Concours D'elegance	Depends on Pandemic
	11	BMOC Annual Sunshine Coast Ride	BMOC Executive
	7	BMOC General Meeting	7:30pm- BBRC – To be decided send a suggestion
	17	BMOC Mount Baker Ride	Depends on Pandemic
	25	BMOC Fall BBQ	Contact: Robert Smith
OCTOBER	12	BMOC Annual General Meeting	7:30pm-Burnaby Rugby Clubhouse

BMOC ADMINISTRATION FOR 2020-2021

BMOC EXECUTIVE

Past President, Geoff May, geoffmay@telus.net

President, Joe Li, joekaboli2@gmail.com

Vice President, Nigel Spaxman, nigelspaxman@gmail.com

Secretary, Robert Smith, t695sprint@icloud.com

Treasurer, Mya Davidson, bmoc.treasurer@gmail.com

Review Cmte: Jim Underhill, Todd Copan, Eric Hutton, Lionel King & Derek Dorresteyn.

Okanagan Chapter leads: Nigel Whittaker nigel.whittaker@hotmail.com and Tony MacNeill sixofsix@telus.net

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.

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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Left to right: Jim Underhill, Eric Hutton, Joe Li, Todd Copan, Mya Davidson and Derek Dorresteyn.

President's Message

Hi members,

Time goes quickly. It is already the middle of the year. I hope all of you are enjoying this motorcycle season. First of all, I would like to sincerely thank you all members and all executives. None of the rides and events will happen without your support.

The ride and tune was held under unstable weather. The night before I was thinking that we may need to postpone it. However, although it rained and hailed heavily in some areas, we still had an excellent turnout. Thank you to Nigel and Alison for providing space and food. The chili was delicious! Also thank you to Jim Bush for bringing in the Vincent Owners Club members and their beautiful Vincents.



At the end of April, we had the Classic Bike Swap Meet. This was our first Classic Bike Swap Meet since the pandemic. It was a great success! Thank you to Todd and all volunteers for putting the swap meet together. I had my Ariel Arrow displayed on the left of our club table and Lionel's Triton displayed on the right. Since the door opened, people continuously



dropped by our club table picking up posters, buying regalia and signing up for membership.

On May 13, we had our annual shakedown run. The ride was led by Nigel Spaxman. Members met at the Fort Langley parking lot in the morning, rode around the country roads and ended with a lunch in Port Coquitlam. We had 17 bikes in this ride. It was a warm sunny day. Perfect for riding in the countryside. We had two members who got a flat tyre and one member ran out of fuel near the end of the ride. After all, it was still a very good ride.





(First 3 shakedown photos George Fenning, last 2 above all ABFM photos below Joe Li)



The Vancouver All British Field Meet was on May 20 at VanDusen Garden. Instead of near the entrance, the motorcycle section was back to where it used to be in front of the Lotus section and under a big tree. We had 15 bikes at the show. We did not have any pre-war bikes this year but we had a good mixture of vintage and modern bikes

plus a Morgan 3 Wheeler.

On Jun 3, we had the Mods VS Rockers ride and party. We organized this event with the Top Secret Scooters Association, a Facebook scooter group. Ace Cafe London, Lewis Leathers, Ace of Speed England and Hi-Star Classics sponsored our raffle prizes.



(Preceding MvR Photos George Fenning, subsequent MvR photos Bevin Jones.)



The turnout was surprisingly amazing! We had proper mods in their suits and parkas on their Vespa and Lambretta. We also had rockers in their leather jackets on their classic British bikes. As we welcome everyone to join this event, we had a few modern

bikes and modern scooters too! The ride started at 10:30 am at Vancouver International Motorsports. We rode around Water Front Rd and Spanish Bank Beach. Then, we arrived at the Burnout Cafe on East Hasting for the party. A food truck was there to serve us. I played some 60's British vinyl records. We did the raffle draws of all 18 prizes donated by our sponsors. Stuart Quayle won the best rocker award. Derek Dorrestyne's BSA Goldstar (see picture page 7) won



the best bike award. Some people did not join the ride in the morning but came in the afternoon to join the party. We all had a blast!

The Norton Dominator belongs to Stuart Quayle, Stuart was instrumental in forming the Ton Up Club and the first Mods & Rockers event which was held at the Golden Spike Pub in 2001. Won



best Rocker award. Derek Dorrestyn's BSA Goldstar won best bike (see previous page). Mods organizer Vittorio De Cotiis awarded best mods and scooter prizes, many additional awards and door prizes were given out .

Once again, thank you to all of you. We are excited about the second half of this summer. Look forward to seeing you all at our next event!

Cheers Joe

TDF 98

by Jim Bush

TDF 98 is the new beginning for a Vincent motorcycle that has a long and glorious legacy. Eileen and Dan Smith are well known for their participation in and commitment to Vancouver Section of the VOC since the early 1970's. In 1973, Dan rescued #2114 as a pile of boxes from under the workbench of his buddy, Jack Helps, and embarked on the restoration of his first Vincent.

His enthusiasm didn't stop with the restoration of #2114, he saw it as a mode of transportation for the entire family and attached a sidecar outfit for daughter Julianne. In the coming decades, they attended countless events and rallies throughout Canada, Alaska, and the USA, clocking up around 53,000 miles. In 1997 Dan took early retirement from his millwright business and he and Eileen decided they would ride from their home in Vancouver, Canada to the southern tip of South America, Tierra del Fuego, and back.

The preparations for the trip were meticulously recorded in Dan's logbook; everything was thoroughly reviewed, checked, and replaced as necessary. He fabricated a rack with crash guards front and back, a nifty aluminum housing for a spare magneto armature on the left, spare sparkplugs under the tank, and a large custom fabricated riveted aluminum top box with a massive 70 liters of space. This was to be their home and transport for nine months and Dan's attention to detail and planning paid off with relatively no issues on the journey. The odd spill, a flat tire, a broken rear frame member needed welding in Mexico were about it. He had prepared a number of emergency parts supply boxes left at home and each numbered and easily accessible for daughter Julianne to air freight to whatever location they were in, should the need arise. Amongst these boxes, there were spare cylinders, pistons, heads, valves, springs, miscellaneous electrical parts. In the end he did not require any boxes to be sent, the motorcycle performed remarkably well.

Departure from Vancouver was September 10, 1997. The entire journey was recorded daily by Eileen who also wrote the articles for the MPH and would mail or fax articles home for Julianne to edit, type, and forward to the MPH outlining their progress and experiences.

On February 14, 1998, after a 300 mile gravel road ride earlier that day, they arrived at their destination, Tierra del Fuego. They toasted each other and the motorcycle with a bottle of Chilean wine, turned around and headed home. Storms were raging as El Nino set in, the Pan-America highway was washed out in several locations, this delayed their return and eventually they had to crate and ship the motorcycle back to Vancouver from Lima Peru.



According to the odometer, mileage covered on the journey was 23,526 miles. On the cover of MPH #594, July 1998, is the now iconic photo of the intrepid riders at Tierra del Fuego. As well, several feature articles appeared in various motorcycle magazines like Canadian Biker April 1999, and Classic Motorcycle Oct 1999.

Since their return trip had been unexpectedly cut short in Peru, on their arrival home they decided to fuel up and head to the Yukon, Dawson City for the VOC Longest Day Rally, in essence completing the Continental top to tip journey.

Since that time, they covered another 12,000 miles as Dan had begun his Shadow Special and other motorcycle builds that occupied his time; #2114 hadn't been on the road since 2013, kept as an enduring reminder of their epic journeys.

Meanwhile in August 2019, our first Vincent was added to our collection, a 1947 B/C #108 from Quebec. It needed some TLC and upgrades which I did over the Covid break and again in 2021. At one point, I had the cylinders off to replace the rings and de-coke the heads and found that the cases leaked. I was advised by our knowledgeable section members that I should "dig deeper" and the cases came out and apart. Crank was good, "right on" according to Dan, running true and with a larger pin, however the main bearing races were walking out of the cases. The fix: hard-chrome 25 thou on the outside of the bearings and let Dan work his magic in fitting them to the cases, grinding and pegging the bearing races, line boring the cases, and decking the cylinder flanges. As I was leaving Dan's shop with the newly finished cases in my arms, Dan casually says "I am thinking of selling my Rapide" ... well, enough said.

A month later my wife, Elizabeth, and I had a meeting with Dan and Eileen to discuss the transition. We could see that this was a difficult decision for both Dan and Eileen and we felt privileged that we had been chosen, so to speak, to become the new caretakers of #2114. It was clear there was a real deep attachment as the stories and memories were shared. This was a very organic transition.

Since #108 was now well sorted, Elizabeth claimed ridership and embarked on her own love affair with our Quebec Vincent. I already had an attachment to #2114 and the legacy it brought. The first few months of riding were exciting. Dan had worked his magic with the engine – it was strong and pulled like a train with the shadow carbs. It felt and fitted like a well-worn shoe. The only issue was the patina had progressed beyond patina with extensive paint chipping, down to the red primer, and areas of rust. Evidence of the many thousands of miles traveled on gravel roads.

With Dan's permission (almost insistence), I embarked on a winter refresh and refinish. I had planned some upgrades such as a Grossert electric leg, and Alton 12V generator, a Dave Hill's centre stand and new wiring. The idea was not to touch the engine – it didn't leak, it ran extremely well, didn't need any work. In the end I only



hand polished the cases for a little more shine.

Stripping and painting 90 hard metal parts went well. A local sand blast place rents industrial booths by the hour and 2 ½ hours saw all the black, red, rusty parts transformed into fresh clean metal. I batch sprayed about 20 parts at time with a black epoxy primer and 2 coats of a black polyurethane industrial coating called Endura in a custom mix of full and mid gloss. All the fasteners and many other specific hardware pieces were degreased, bead blasted to clean off all dirt and old finish. All 460 pieces were sent out for cadmium plating. During disassembly, I was checking for worn out parts and the only thing of note was the four girdraulic spindles which showed some scouring and wear. Not bad for 88,000 miles of use. Dan is a stickler for keeping on top of maintenance items and has installed grease nipples to help keep things regularly lubed.

The refresh was progressing well with my completion target of mid-February easily achievable. At some point I realized February 2023 would be the 25th anniversary of their South American journey and it would be fitting that we mark the occasion in a special way. We decided a “reveal” party would be in order and notified the Section members of our planned event on February 18, 2023. Nothing was said of the anniversary so we could surprise Dan and Eileen.

A week before the event, #2114 was ready for the reveal. Wiring completed, tested, LED turn signals had been added, the electric starter working well, carbs adjusted, it looked good. I had ordered a custom aluminum front number plate from the UK with the letters TDF 98 (Tierra del Fuego 1998) and installed it on the front fender. Also included a decal in a tax holder about the TDF 98 legacy. One other homage to Dan, I installed one of his custom Mercury Herald decals on the steering head – if you know, you know.

Reveal day arrives, #2114 is covered, and given a place of honour in the centre of the garage. On the wall behind the motorcycle is a poster celebrating their 25 year journey also covered by a cloth in anticipation of the surprise. In attendance, 26 Vancouver Section members gathered, including Dan and Eileen. During a short presentation I pull the cover off the wall and announce we are celebrating the 25 years since their journey. For a brief moment, Dan was speechless, Eileen just so overwhelmed that we had remembered. The motorcycle reveal came next; Dan looked long and hard at the freshly finished Vincent motorcycle, obviously reminiscent of when he completed its first restoration in 1973.



I presented Dan with a trophy made from the retired parts of #2114. The G50 plate became the vehicle to add other items to (it had been taken off for the electrical starter). The speedometer glass was pockmarked and scratched, so I machined a steel bezel, photographed the actual face, and installed that in the big hole in the G50. The rear shock covers were cut into cup feet and the shroud hammered flat so it could be plasma cut into a map outline of North and South America. The hydraulic spindles became the legs and the grease nipples added for flair. The patinaed fasteners were installed around the perimeter. All a reminder of the trek he and Eileen took on their old friend and contains the actual parts that made the 88,000 mile journey.



TDF 98 marks a new beginning for a Vincent motorcycle with a rich and illustrious legacy past, present, and future. Photo credit Jim Bush

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.

The Abbotsford Flying Club event is scheduled for Sun July 9th 11am onwards at the club house and field, located on Airport Way (across from the control tower). No admission fee or restrictions on drop in. It is planned to have BBQ etc on site for lunch, just waiting for approval of 'Health and Safety'.

Aircraft and vehicles will be on display on the field behind the historic club house.

Trip to Monterey Quail motorcycle gathering

By John Anderson

I recently returned from an awesome trip to Monterey , California to attend the prestigious Quail bike show .

We took 5 days to ride down , avoiding the I-5 for the most part .

My well travelled mature and extremely competent companions took me back and forth across Oregon and California, on some fabulous roads , Mike on his ZX 1400Kawasaki and Dahl on an FZR 1300 Yamaha .

It was an interesting challenge for me on my big Triumph Trophy 1200SE a bike I'm just getting used to ..

We had some spirited riding but overall I'm happy with the Triumph .

The adjustable windshield was terrific in giving great protection in some pretty heavy rain storms and strong winds .

Creature comforts such as heated grips , seat - cruise control and even tire pressure info, fuel average etc was much appreciated.

A visit to Alice's Restaurant was a highlight, although the road is not in the best condition.

The Quail offered up some amazing bikes , some of witch I have never seen or heard of before .

See some attached photos .





But the highlight for me was shaking hands with Eddie Lawson and standing next to and enjoying the relationship that he Wayne Rainey and Bubba Shobert still enjoy after many years of intense competition.

This was a trip down memory lane after many years of going to Leguna and watching those incredible 500 GP 2-strokes in action .

It was a very well organized event and a tremendous motorcycling experience.. Although we all had a laugh looking at the aging demographic of attendees !

Photo credit John Anderson

The Dream Cycle Motorcycle Museum

by Darcy Edgecombe

While everyone was out on the shakedown run in May, I was coaxed up to Salmon Arm by a friend with his car club. He talked about a car show, swap meet, a reality (not) tv. show celebrity, rod run, and Dream Cycle Museum. I thought no, no, no, no,okay. Skip ahead to Saturday afternoon when we arrived at Dream Cycle, it was 3:00 in the afternoon and we were all looking for a nice airconditioned retreat from the sun and heat. The club had pre-booked a tour and our host Mark Lane was there to greet us. Those of us who weren't interested waited in the cafe section while about a dozen of us took the tour hosted by him. Upon walking into the main museum area, we were met by all types of vintage motorcycles stacked floor to ceiling. All of these bikes had a short write up explaining what each was and the year. Mark would expand on this with stories of how they came to be there and what, if any, restoration was done to them. He then took us to his workshop in the back where he would either restore or prepare these machines for display. He had even more bikes stacked floor to ceiling waiting for their turn at the restoration table. The tour was about an hour or so long and filled with great entertaining stories. I strongly recommend taking the trip out to see his collection and book a tour too.



Above: the back workshop tour. Below the blue triumph only raced at Westwood.



More Dream Cycle Photos



Rare Honda Race bike—these are usually destroyed after their racing life.



Photo credit Darcy Edgecombe

Swap Meet Wrap Up see also President's Message

Well folks for the first time since April 2018 we held our Classic & Vintage Swap Meet. We had over 130 tables selling parts - projects - clothing and accessories.

The attendance was just over 1000 people and the feedback has been positive. One seller said he sold \$4,000 of parts from 1 table that day!

Barbara, Mack and myself would like to thank all those who attended and especially those who volunteered for a shift to make everything run smoothly.

Todd Copan

2023 BMOC Wall Calendar Update: Order Online!

Calendars are available for order online. Payment can be made by e-transfer to bmoc.treasurer@gmail.com. Please state your name and number of calendars when submitting the payment. Calendars are \$10 each plus \$5 for shipping 1 or 2 calendars, \$6 for 3 calendars.

Alternatively, payment can be made by cheque payable to BMOC. State name and number of calendars on the cheque. Mail to BMOC, 403 - 13955 Laurel Drive, Surrey B.C. V3T 1A8. Members can also buy in person at the club meeting on Thursday, December 8.



Westcoast British Motorcycle Owners' Club
2023 Calendar

Okanagan Upcoming Events

Kelowna Fathers Day Car Show, Sun 18 Jun – Shayne Metz coordinating

INOA Rally, Winthrop Wed 21-24 Jun– we have 7 firm attendees at the moment.

Riondel Camp Out, Fri 7- Sun 9 Jul. T Shirt design being finalised, booking being made imminently.

Kaslo camping weekend – it will not be on the first weekend in Aug. Dates TBC in Aug (waiting for campsite to open after winter).

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 Calendar of Events on our website BMOC.ca updated as required.
Subject to COVID and 3 virus updates.



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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 2023**

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.

Submission of articles works best with as separate a Word document with separate photos as an attachment. We appreciate all the work members do to provide a professional submission with photos embedded just so in the word document, unfortunately the pictures don't insert but the words do. The format of the newsletter is 5.5 by 8.5 inches while a standard page is 8.5 by 11 inches so the document spacing is significantly different. I can deal with it so if you have set up an article with embedded photos please don't spend extra time unembedding them. I will do that here. Cheers, just a reminder—a **new GV Editor will be needed in 2023**. This is not a difficult job, members are great with articles, more than willing to help you get accustomed to the MS Publisher software, great way to keep in touch with members.



"Perhaps you need more room for your collection of Vintage British Motorcycles, or maybe you need to downsize, since now you are down to one Brit. Bike. It can be a complicated affair, tinkering with Motorcycles.

Real Estate too, can be a very complicated process – there is help, if you wish to have a private, confidential conversation... reach out anytime!" – Peter



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