



NEWSLETTER of the WESTCOAST BRITISH MOTORCYCLE OWNERS CLUB

March 2023



Above: March 9 2023 Spring ride

Members Note that 2023-2024 Annual membership dues are payable on April 1, 2023. Can be paid at General Meeting April 13 or to BMOC treasurer either by cheque or interact see inside for details.

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Front cover photo by Joe Li

Rear cover poster for Swap Meet

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**Sunday April 30th 2023**

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Isle of Lamb, 2022 Bevin Jones

## BMOC ADMINISTRATION FOR 2020-2021

### BMOC EXECUTIVE

Past President, Geoff May, [geoffmay@telus.net](mailto:geoffmay@telus.net)

President, Joe Li, [joekaboli2@gmail.com](mailto:joekaboli2@gmail.com)

Vice President, Nigel Spaxman, [nigelspaxman@gmail.com](mailto:nigelspaxman@gmail.com)

Secretary, Robert Smith, [t695sprint@icloud.com](mailto:t695sprint@icloud.com)

Treasurer, Mya Davidson, [bmoc.treasurer@gmail.com](mailto: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](mailto:nigel.whittaker@hotmail.com) and Tony MacNeill [sixofsix@telus.net](mailto: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](mailto:gveditor2019@gmail.com)

Visit the BMOC website, [BMOC.ca](http://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



BRITISH COLUMBIA COALITION  
**BCCOM**  
OF MOTORCYCLISTS



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

## President's Message

Hi members,

We have some sunny days this mid March. I hope you guys have been enjoying it. We are heading to the exciting season!

Starting off, we will have our ride and tune on April 2. It will be at Nigel Spaxman's new place in Tsawwassen. On April 1, the night before ride and tune, Stuart Quayle, one of our British bike friends, and his rockabilly band will be playing at the Burnout Cafe on east Hastings and Victoria Drive. How cool to ride our bike there and listen to some music!

On April 30, we will have the Classic Motorcycle Swap Meet and Show n Shine at the Abbotsford Exhibition Park. We have not had the swap meet for a few years. Really cannot wait!

BMOC Okanagan chapter will have the **Frozen Snot Ride** on Mar 26!

I look forward to seeing you all! We will have a blast this coming season!

Ride them! Don't hide them!

Cheers Joe

**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](mailto: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](mailto: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.

## Of Triumphs and Tribulations Part 2

Jim Underhill

The first segment of this story saw me re-assembling a 1969 Bonneville from the boxes it came in to find out how they go together, and starting to tear down two motors. I am new to Triumphs, so I am learning as I go. I am also finding out how little the previous owners knew (or cared) about how assemblies should come apart, with 'love marks' every-where. The usual way to split the crankcase on a Triumph 650 is to use the special puller to remove the crank pinion, then gently separate the case halves. The last 'mechanic' didn't have the puller so used a LARGE hammer to beat the crank with its bearing out of the case. The crank end is a different shape now... I had to stop and wait for a couple of special tools to arrive to remove the timing gears, and when I went to pull the clutch hub, I found that the puller my friend gave me is for another bike entirely. Wait again for the correct puller to arrive. At least the tools will be there next time I need them.



I now have the two motors disassembled and cleaned up and am measuring the parts and choosing the best of what's there. Not everything is what it seems to be at first glance. The motor that came with the 1969 bike turns out to be a set of mismatched cases so the main bearings the serial # calls for are not in fact what is needed per measurements. And the replacement crankshaft I bought has one undersized rod journal so bearings can't be ordered as a set. Trust/ assume nothing! Measure everything! Like many machines that were in production for a period of time parts can and have been interchanged over the years so I am having to pay attention.

The motor I bought from a friend (who said it had a really nice bottom end) has its own issues, such as missing thrust washers, tired cams, timing gears installed with a hammer, and pieces that should be press fits that are no longer a press fit, not to mention the usual rounded-off nuts and bolts. I had hoped to use this one to put together a runner with a minimum of outlay, but as the teardown progressed, it be-

came clear the motor had water in it at some point with rusted main bearings and other corrosion damage. Fortunately everything came apart easily enough and the crankshaft is okay, but my plan to clean and reassemble it to running condition this spring will take a little



longer than hoped. Money is a bit tight right now so it may be a while before I am able to place my next parts order. Lots of cleaning to do in the meantime! It is quite fascinating though how the wear and damage hints at the life stories of these machines. This one shows a degree of neglect for a period.

## The Ace Show

January 27, 28, and 29<sup>th</sup> was the Ace Show. This is a new show, advertised as Vancouver's biggest motorcycle show. It was organized by my friend David Duprey, and his friends Yoshiko and Nik. I am pretty sure that they were inspired by the One Show in Portland. They thought that Vancouver should have a show like that and they were the ones that had the vision to make it happen. It really turned out to be a success and now they are preparing to have an even bigger one next year. They have already located a larger venue.

The venue this year was an empty clothing store on east Hastings Street. Dave has leased it and he is going to turn it into artist studios. But before this use it is the venue for the first Ace show. It has about 15,000 square feet and Dave figured he could have about 66 bikes on display.

To get your bike in the show you have to submit some photos and a description of your bike.

They are looking for a wide variety of bikes.

They want the show to be really interesting for gear heads (Petrol heads) like me. Dave told me when he thought of having this show my Curtiss Triumph was one of the first bikes he thought of. I spent a few evenings polishing all the alloy and cleaning every surface as much as

I could. I also had to un seize the brakes. I have had this bike since about 1986 and it has been in about three different configurations during that time. I sold it once but ended up buying it back. There is some rust on this bike and some scratches but it really is a great bike for this type of show. I delivered the bike to the show during the week.

When you show a bike you get a pass for the whole weekend free admission. The highlight though is the VIP party on Friday night. The party was so popular I think a lot of people paid for a \$45.00 weekend pass just to get into the party. There was loud music from a DJ and go-go dancers. Everyone was there because they enjoy motorcycles. The walls of the place were covered with Moto art. There was beer tasting and Jack Daniels Whiskey tasting.

There were quite a few bikes from BMOC members. Jim and Elizabeth showed three bikes. Their





Norton International, the MV Magni Replica, and the 1927 Coventry Eagle. Alan Comfort showed his Guzzi Bacon Slicer and his Velo-cette. Lionel's beautiful Triton, and Tom's Trident



Streamliner. From the Vincent club Robert Watson showed his two series A Vincents, the TTR and the Rapide. There were a few nice Ducatis, a customized BMW 1800, and Nicola's Aprilia race

bike. Paul Brodie showed his Excelsior "Harry High Pipes", which is also an amazing motorcycle achievement. There were some scruffier bikes as well, that were just as interesting as the shiny ones. The Café racer genre was well represented, the proper ones all had the necessary brown seat. There are so many amazing motorcycles around Vancouver. There were two or three Flat track racing bikes, one or two drag bikes. Downstairs was where the Harley choppers were shown because it would have been difficult to get them upstairs.

One of the most amazing bikes was the NR 750 Honda from Bill Peck from Victoria. I may have seen one decades ago at the motorcycle show. I didn't know there were any around here. A friend of mine remembers seeing the sectioned engine at the motorcycle show. On display with that bike was a spare cylinder head and a crankcase. The head is an amazing piece of engineering, probably one of the most amazing engines ever made.



As Allan Comfort says "it was a good day wasted" I hope next year we have the same opportunity to waste a day the same way.

Nigel Spaxman

## 1909 N.S.U. 1-1/4HP V Twin

Todd Copan

This German manufactured NSU is the result of an 8 year journey by owner Dan Smith. Starting with only a motor and an incomplete one at that, Dan either sourced parts online or manufactured them himself. Dan is a great machinist, to say the least.

The rare model of Bosch magneto took him 2 years to find, it came from the UK, while the carburetor took four years to be located. It came from Germany and cost Dan 2000 Euros!

While he was able to source wheels rims from a New York supplier and spokes from his parts collection he was forced to manufacture the rest of the motorcycle. From the frame to the gas tank and fenders; as well as most of the valve train, it had to be designed and constructed by Dan. Making the timing chest and all the necessary gears without any blueprints or samples. Oh and he manufactured a 2 speed rear hub and shifting linkage as the belt alone left something to be desired while riding this motorcycle.



We know that NSU started as a sewing machine manufacturer in 1873, starting bicycle production in 1886 and motorcycles in 1901

using imported Zedel motors. 1903 saw NSU produce its first in house motor and by 1905 they were producing cars.

This motorcycle's history is unknown prior to the motor being saved from a scrap metal dealer in 1963. It passed through a few owners before Dan was able to track it down. Dan states this is the first year of mechanically operated valves, previously valves were known to be "atmospherically operated". In this case they are "Pull" rods versus "Push" rods which have been the standard in the auto and motorcycle industry for more than 100 years. The early days of motorcycles saw many different ideas and designs tried, some successfully and some not.

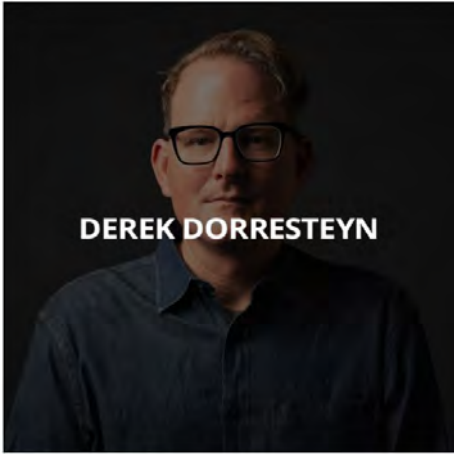
The painting and plating was done "in house" by Dan and he thanks Hastings Brass and Precision Heat Treat for their great work.

See Poster back cover ad for upcoming Swap Meet.



## Meet Derek Dorresteyn, BMOC executive member.

Courtesy of Mr. Paul d'Orléans , The Vintagent.com Electric Revolutionaries



**DEREK DORRESTEYN**

Derek Dorresteyn is a technical visionary who has designed the heart of two radical e-Moto designs: the Alta Redshift and Damon Hyperfighter/Hyperdrive. Derek grew up in a motorcycle racing family in Northern California, and was a professional speedway racer from 1983-1987. At the same time, he studied industrial design and mechanical engineering, and founded Moss Machine in 1989, a specialty CNC machine shop and consulting design house for Silicon Valley tech companies. Derek was an adjunct professor at CCA, lecturing on design and manufacturing technology. In 2007 he observed Tesla gaining traction, and pondered the creation of an electric racing motorcycle. He created a set of performance goals with his riding buddy, industrial designer Jeff Sand, and quickly found that no suitable components existed to meet their specifications. So they designed their own.

In 2010 Derek Dorresteyn, Jeff Sand, and Marc Fenigstein founded Alta Motors. Derek led the technical development as Chief Technical Officer (CTO), and with Jeff Sand and a small team designed the Alta Redshift motorcycle with a new high-performance electric drivetrain. The Redshift went into serial production at a factory in Brisbane CA in 2016. The Alta Redshift was notable as the first production electric motorcycle to challenge and beat internal-combustion motorcycles in professional competition. In 2019 Derek joined Canadian firm Damon Motors (founded 2017 by Dom Qwong and Jay Giraud) as CTO. He led development of the Damon Hyperdrive powertrain, and the motorcycles using it. At Damon, Derek and the team are commercializing new technologies while pushing the boundaries of motorcycle performance and safety, with a family of high-performance electric motorcycles.



*At the Petersen: the Alta Redshift used by Josh Hill to win the Red Bull Straight Rhythm; a Redshift Flat Tracker by Dale Lineaweaver; a Damon Hyperfighter, all part of Derek Dorresteyn's portfolio.*

## Classic and Vintage Motorcycle Swap Meet & Show'n Shine



**Sunday April 30th 2023**

**Agrifair Arena - 32470 Haida Drive**  
Abbotsford British Columbia Canada

**Infoline 604 299 0020**

[www.classicbikeswapmeet.com](http://www.classicbikeswapmeet.com)



See Upcoming events calendar in this issue, but for most up-to-date information always check the BMOC website. You will find back copies of 'Good Vibrations and other interesting articles and information.

Note all members:

**Membership Dues are paid yearly and due on April first of each year. Please ensure your membership is current so that you don't miss any editions of Good Vibrations and keep abreast of all upcoming events.**



Australian built Morton Victoria region, Thought to be a Arno cycle rebadged as **Morton** made in Melbourne

Ian Bardsley

## New Year's Day Ride

*Peter Dent*

A disappointingly wet spring left us with a reduced number of BMOC rides in 2022. We delayed, postponed, and provisionally rescheduled and, finally, cancelled several of them. Things picked up later in the year but the riding of bikes does rather require half decent weather conditions if the event is to be enjoyed rather than just endured. Certainly, the place where we have chosen to live gets its fair share of precipitation so it pays to be flexible when making plans. And that's the trouble with the New Year's Day ride - it kinda has to take place on New Year's Day; not typically a day blessed with good motorbike riding conditions. But this year was different; a tad chilly of course but nothing we couldn't engineer a fix for. A few extra layers and heated jacket if your Lucas electrical system was game for it. Just make sure that your wildly oscillating ammeter needle was generally doing its frenzied variations on the 'plus' of the gauge and you might just both get to where you are going and enjoy a cosy warm ride in the process.

Years ago we used to ride to White Rock to view the Polar Bear swimmers there as they launched themselves into the frigid briny. We would park at the old railway station and I always felt that we were part of the occasion with our old bikes. They certainly drew a good few interested parties as they ambled past us to see the main event.

All was well until that fateful year where we were unceremoniously run out of town by an over zealous parking attendant who threatened us with police involvement and motorcycle impoundment if we didn't immediately move our bikes. We promptly scattered to the four winds never to dare darken the door of White Rock city gates ever again. It seemed that we were no longer welcome at that particular venue. Indeed, nobody that I asked could actually remember how we got involved in the event at White Rock in the first place; did we ever have permission to park at the old station or did we just boldly roll up one day, thinking, not unreasonably in my opinion, that everybody would welcome a bunch of oil dripping Brit bikes in their back yard? And, with nobody actually kicking us out, we returned, weather permitting, for many subsequent years.

Well the kicking out had finally happened; collectively at least, we were officially *persona non grata* in that fair city so the club came up with the Tsawwassen Centennial Beach Polar Bear swim as an alternative venue for our New Year's Day motorcycling edification and it has worked out well over the years.

And so it was, honouring the club tradition of defying the wintery conditions on this first day of the year, a coalition of the well equipped and the hardy gathered at the IHOP in New Westminster for the annual pilgrimage to marvel at the

sight of otherwise seemingly normal, well balanced people fling themselves into the icy waters of Delta's Boundary Bay.

We picked our way through the New West city streets with the bikes sounding uncomfortably loud until we reached the open road of highway 17 where we could roll along and just enjoy the moment of riding in what seemed to me to be near perfect conditions - cold yes, but with a watery winter sun on the Delta marshes it really did look nice.

I had a small issue with my heated riding gear: the heat setting got stuck on what felt like 'convection broil' which caused a couple of the Bonneville's gauges to plummet into zones that no Lucas gauge should ever go. The ammeter needle disappeared sharply off to the left seemingly never to be seen again while my add on digital voltmeter started flashing an ominous red light, a harbinger of imminent and terminal electrical doom. There weren't even enough volts left over to operate the turn signal flasher unit and the engine started to splutter at all but the highest revs. I managed to yank the heater cable plug out at a convenient traffic light and a semblance of normality returned to the instrument cluster. This wasn't my first heat controller failure with this brand, I think I need to reconsider my choice of BTU supplier before next year's ride.

We had a nice mix of machinery; mostly old Brit but not exclusively so. I also spoke with a couple of new members who came along for the ride which is encouraging. Welcome, and I hope we didn't do anything to discourage your return for future club events - hey, at least we didn't get run off the premises this time so things are improving.

Yes, I think we all agreed it was a grand day out. Thanks to all who made it so with their jovial good cheer and engaging conversation.

#### Okanagan Upcoming Events

Frozen Snot Ride: Sun Mar 26th - destination Naramata.

April and May Ride TBC.

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).

**Spring Ride** following the March club meeting

Joe Li

We had 5 bikes at the meeting tonight. My BSA a65, Lionel's Triton, Nigel's Honda XL600, another Japanese dirt bike and a Harley. Only me, Lionel, Nigel and Alison went for a coffee at JJ Beans on Main St. I did not feel too cold. The road was dry and very little traffic. I always like riding at night. We should do it again when the weather is nice.

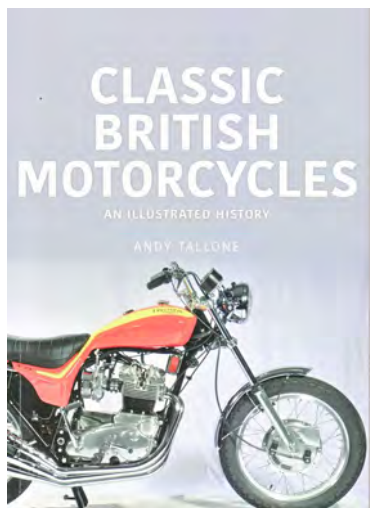


**BOOK REVIEW****“Classic British Motorcycles - an illustrated history”**

Author: Andy Tallone Publisher: Key Books – an imprint of Key Publishing Ltd, PO Box 100, Stamford, Lincs PE19 1XQb [www.keepublishing.com](http://www.keepublishing.com)

Softbound, 170 x 245mm (portrait); 96 pages with over 150 photographs and illustrations. ISBN 978-1-913870-57-7 £15.99 (UK), \$17 (US), \$24 (Canada), \$27 (Australia).

Classic British motorcycles were more than simple machines, they were a cultural phenomenon that lasted half a century. From the early days of motor-ing, British innovators led the way, building some of the world’s most famous motorcycles, as well as some of the best performers. At one point, the rest of the motorcycle world followed Britain’s lead, and by the late 1950s, the British were by far the largest producers of motorcycles in the world. However, nearly a decade later, the British motorcycle industry was almost bankrupt and in utter disarray.



Illustrated with over 150 photographs, this book explores the rise and fall of the British motorcycle industry, looking at its history through the years and then at the motorcycles themselves by brand, “giving the complete story of these amazing machines.” Together with the book’s title “– an illustrated history,” these are bold statements to make for a publication that newcomers to classic motorcycling may use as a reference book. Whilst of good quality and well illustrated, this book is grossly under-researched and with its many mistakes has obviously not been proof read, e.g. “supercharged” AJS Porcupine racer, “500cc” Velocette KSS, “DOHC” Hinckley Bonneville and AMC twins being “stretched from 500 to 750cc for racing.”

With 20 chapters, part one: “British motorcycles throughout the decades;” part two: “The brands – Ariel to Vincent” and part three: “The bitter end and beyond,” the book is quite a pleasant light read until you get to the American author Andy Tallone’s almost libellous character assassination of Jack Sangster. An engineer and shrewd businessman, Sangster owned the Ariel company and in the 1930s, together with Edward Turner, bought the bankrupt Triumph company and transformed it into the most profitable company in the motorcycle industry. Sangster later joined BSA. “As chairman of the board at BSA,” claims Tallone, “Jack Sangster oversaw the stripping and selling off of BSA’s wealth, talent and assets. By the time he retired in 1961, BSA was too shaky to face the coming challenge from Japan.” This is completely untrue. Sangster may have come across as a rather distant personality, but he was certainly a very successful businessman and when he retired in 1961, contrary to what is stated, BSA were in profit to over £3 million. 10 years later, due mainly to his completely incompetent successors, BSA were bankrupt. Sangster declined a peerage in 1962.

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**Book reviewed by Jonathan Hill (Dorset)**

**BOOK REVIEW****“Norton Commando”**

Author: Mick Duckworth Foreword by the late Peter Williams. Norton race team engineer and rider 1969-75. Publisher: Andover Norton International Ltd, Unit 6, Wooler Park, North Way, Andover SP10 5AZ E-mail: simon.amos@andover-norton.co.uk Tel.: 0044 01264 359565 Hardback, 200 x 255mm (portrait); 149 pages, with over 160 photographs and illustrations.

ISBN 978-0- 9570665-6-4 £29.99 (UK), \$36 (US), \$47 (Canada), \$53 (Australia) Order part number: JRP071

Originally intended as a stop-gap model with which Norton’s new owner could put the defunct marque back on its feet, the Commando gave new life to the traditional British parallel twin and remained in production for almost a decade. When released onto the market by Norton Villiers Ltd in 1968, the 750cc Norton’s scorching acceleration and 120 mph maximum put it in a league of its own. And, most significantly, this high-performance twin could carry its rider for mile after mile at speed without the discomfort caused by engine vibration.

The directive was given to build an entirely new machine from scratch for the 1967 Earls Court Motorcycle Show – in less than a month! Newly appointed as director of engineering, nuclear scientist Dr Stefan Bauer (not a motorcyclist), designed the new lightweight (26lb) straight-tube frame (to everyone’s horror, he did not like the Featherbed frame). Bob Trigg and Bernard Hooper devised the ingenious Isolastic engine mounting system and development engineer Wally Wyatt refined and improved the ageing Atlas engine to produce around 58bhp. London designers Wolff Olins were commissioned for the styling.

Stop-gap it may have been, but for several years it was a great success, both on road and track. However, when Kawasaki brought out its 900cc Z1, Dennis Poore, Norton Villiers’ managing director and stock exchange wheeler-dealer, demanded more power from the aging pushrod motor. The engineers disagreed, wanting better reliability, strict quality control, disc brakes and electric starters. Unfortunately, they were not listened to. Advisers close to Poore told him (not always correctly), what he wanted to hear resulting in the disastrous high-compression Combat engine that cost the company a lot of money in warranty repairs.

This book is not a service manual or an exhaustive guide to year-by-year specification changes, but a celebration of the Norton Commando in all its forms. Along with the conception, development and evolution of standard models, it profiles many of the people involved, studies market conditions of the time and covers the remarkable success of the Commando and its evergreen engine in many forms of motorcycle sport, finally coming up to date by covering the 21<sup>st</sup> century Commando scene.

First published in 2004, and now due to popular demand, re-issued by Andover Norton International, “Norton Commando” is the highly readable story of this classic superbike, written by the renowned motorcycle journalist, Mick Duckworth.



**Book reviewed by Jonathan Hill (Dorset)**

FYI

**Mods vs Rockers:**

Joe has contacted a local scooter club to participate. Joe has contacted Stuart Quayle regarding live music. We're planning a fish 'n chip food truck and a show 'n shine. Event will be two weeks after Victoria Day, on Saturday June 3rd.

**Sponsors**

Hi-Star Classics



Ace Cafe London

Hiroko of Ace of Speed England.

**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](mailto: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.



Westcoast British Motorcycle Owners' Club  
2023 Calendar

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.

**For those going to the INOA event in Winthrop please be advised that as a holiday destination the hotel accommodations are rapidly filling up for the June 21 to 24 event so you need to book accommodations ASAP.**



## 2023 UPCOMING BMOC ACTIVITIES

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

|           |                                  |   |   |
|-----------|----------------------------------|---|---|
| MARCH     | 9                                | BMOC General Meeting  | 7:30pm- BBRC – Electric bike presentation by Derek Dorrensteyn  |
|           | 26                               | BMOC Okanagan - Frozen Snot Ride - destination Naramata                             | Nigel Whittaker: <a href="mailto:nigel.whittaker@hotmail.com">nigel.whittaker@hotmail.com</a>                                   |
|           | TBA                              | Victoria Motorcycle Swap meet. Luxton Hall  | To Be Decided   |
| APRIL     | 13                               | BMOC General Meeting  | 7:30pm- BBRC – Zoom presentation by Paul DeOrleans from the Velocette Owners Club and presentation by Patrick Stewart from ABFM |
|           | 2                                | BMOC Ride And Tune  | Venue: Nigel Spexman: <a href="mailto:nigelspaxman@gmail.com">nigelspaxman@gmail.com</a>  |
|           | 30                               | Classic Bike Swap Meet & Show n' Shine - new location at Abbotsford Exhibition Park | Todd Copan <a href="http://www.classicbikeswapmeet.com/">http://www.classicbikeswapmeet.com/</a>                                |
|           | TBA                              | LAMB'S St Georges Motoring Show - Ft Langley  | Depends on Covid  |
| MAY       | TBA                              | Classic Bike Swap Meet & Show n' Shine  | Todd Copan <a href="http://www.classicbikeswapmeet.com/">http://www.classicbikeswapmeet.com/</a>                                |
|           | TBD                              | Shake Down Ride – Fort Langley  | BMOC Executive to decide  |
|           | 11                               | BMOC General Meeting  | 7:30pm- BBRC – To be decided send a suggestion  |
| JUNE      | 20                               | Vancouver All British Field Meet (ABFM) - Van Dusen                                 | Entry from: <a href="https://www.westerndriver.com/?page_id=13798">https://www.westerndriver.com/?page_id=13798</a>             |
|           | 3                                | Mods VS Rockers   | Joe Li: <a href="mailto:joekaboli2@gmail.com">joekaboli2@gmail.com</a>  |
|           | TBD                              | BMOC Single Cylinder Ride   | To be decided   |
|           | 8                                | BMOC General Meeting  | 7:30pm- BBRC – To be decided send a suggestion  |
|           | TBD                              | BMOC Duffley Lake Ride  | To be decided   |
|           | 18                               | Kelowna Fathers Day Picnic and Show &   | Shayne Metz: <a href="mailto:shaynemetz@hotmail.com">shaynemetz@hotmail.com</a>   |
|           | 21-24                            | INOA Rally, Winthrop  |   |
| 23-25     | BMOC Salt Spring Island Camp Out | To be decided   |   |
| JULY      | 7-9                              | Riondel Campout, West Kootenays   | BMOC Okanagan Chapter Nigel Whittaker: <a href="mailto:nigel.whittaker@hotmail.com">nigel.whittaker@hotmail.com</a>             |
|           | 13                               | BMOC General Meeting  | 7:30pm- BBRC – To be decided send a suggestion  |
|           | TBA                              | 18TH Annual Kootenay RAT Raid, Nelson, BC   | Depends on Pandemic   |
| AUGUST    | 10                               | BMOC General Meeting  | 7:30pm- BBRC – To be decided send a suggestion  |
|           | TBC                              | BMOC Okanagan Kaslo camping weekend   | Nigel Whittaker: <a href="mailto:nigel.whittaker@hotmail.com">nigel.whittaker@hotmail.com</a>                                   |
|           | TBD                              | 46th Annual Heritage Show n' Shine and MG & Jaguar Club                             | Hazelmere Park, 8* Avenue, Langley  |
|           | TBA                              | Vintage in the Valley Show n' Shine   | Depends on Pandemic   |
|           | TBA                              | Frontier Rally - Williams Lake  | Contact: Colin Kelly  |
| SEPTEMBER | TBD                              | 10th Annual Crescent Beach Concours D'elegance                                      | Depends on Pandemic   |
|           | TBD                              | BMOC Annual Sunshine Coast Ride   | BMOC Executive  |
|           | 7                                | BMOC General Meeting  | 7:30pm- BBRC – To be decided send a suggestion  |
|           | TBD                              | BMOC Mount Baker Ride   | Depends on Pandemic   |
|           | TBA                              | Distinguished Gentlemen's Ride  | Joe Li: <a href="mailto:joekaboli2@gmail.com">joekaboli2@gmail.com</a>  |
| OCTOBER   | TBA                              | BMOC Fall BBQ   | To be decided   |
|           | 12                               | BMOC Annual General Meeting   | 7:30pm-Burnaby Rugby Clubhouse  |

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](http://BMOC.ca) updated as required. Subject to COVID and 3 virus updates.



## British Motorcycle Parts Service and Restoration



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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](mailto:gveditor2019@gmail.com). **Next Issue deadline mid-June 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.



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