

THE VICTORIA MOTORCYCLE CLUB NEWSLETTER

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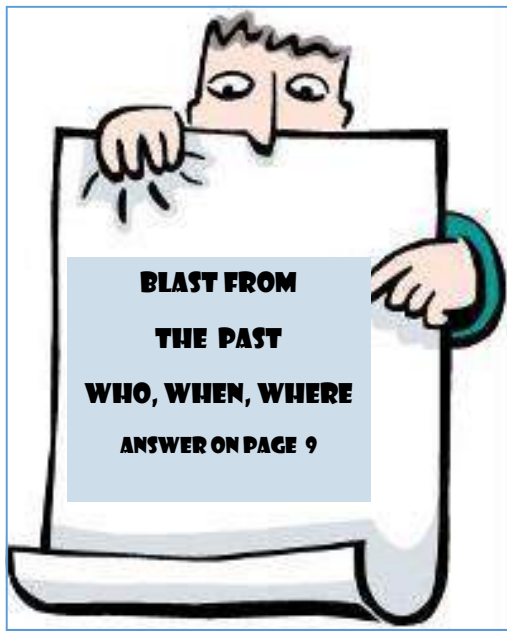
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As I produce my latest newsletter, the first for 2022, I ponder where the club is heading, hence the question mark above. As a Life member having joined in 1961, I am concerned about the increase in membership and of events that have not taken place although, for the past year and a half, we had to abide by the Health ministry covid protocol. We are a competition club as there is an aspect of competition in every club event that involves the use of a motorcycle. Road rides, cross country events, field meets, dual sports, all have felt the lack of enthusiasm to organize them. Without club events does that make us a “Club in Name Only?” A “Club with a good chunk of property” and many so-called members who contribute nothing but want the use of that property. Not since WWII, when many members enlisted, have we seen such a time of inactivity, partly due to the covid 19 pandemic but also the apathy shown by many members. Entry fees to these events helps to

keep the club going. Property taxes, as well as insurance, keep escalating. We have given up on having the property being classified as a managed forest which could have possibly lowered the taxes, and there will be heavy charges if the plan to have electricity on the property goes ahead. The only income for 2021 was from two road rides, three trials, lumber sales from the logs milled on our property, and the sale of the books—the VMC the first 100 years, which, all proceeds went back to the Club. Had we not had that income, we would have been in a loss. Once we are back to “some sort of normal” lets all make a concerted effort to run every event the club has and to do that, we need volunteers. If you've never organized an event, try it, you might enjoy it. If you're unsure of how to go about it, ask for advice. There are still members around that would be willing to guide you with their knowledge. It's not rocket science and if there are mistakes, it doesn't matter as long as the event is run and members had fun. Hopefully there are many members who will put the time in !!

GET INVOLVED
Be a volunteer and reap the rewards





Another electric off road bike is coming to the market. The Segway company have been successful at selling their low cost scooters but have now set their sights on expanding into electric power sports. "The two-wheeled electrified adventure machine falls somewhere between a gas-powered dirt bike and mountain bike; Eco mode is plenty powerful for most riding. In sport mode, it will pop wheelies on demand." This model can accelerate from 0 to 49.8 Km/hour in 4.02 seconds and has a top speed of 74.9 Km/hour and has a range of 120 miles. As the global warming continues, will we see a proliferation of these Ebikes, or is it just a fad ? Only time will tell.



CLUB NEWZ

In early December, the unthinkable happened. We lost the clubhouse (shack) to fire—a total loss. Riders at Cycle Park had lit a fire in the old stove to warm the room up and then left on a ride. Upon return they found a smoldering mess. No one really knows the cause - was it something left close to the stove or perhaps the chimney had not been cleaned for some time. It was an accident and, luckily, no one was hurt. The old clubhouse had served us well for 14 years - it was sad to see her go ! The C-can next to the clubhouse fared better as there was only some residue smoke that exited when the doors were open. No damage to anything inside. This will take a concerted effort and cost to rebuild but will be done in the new year. On Christmas day an email was sent to all members asking for help to clear the rubble. Member **Turk Perepalkin** had



Photo by Tony Wilson

Continued Page 3

offered to use his excavator to load the demolition bin to dispose of the lumber. Members were asked to help to clear the smaller debris as well as a general clean up around the parking lot. On the 29th, **Turk** loaded the rubble into the bin and it will be disposed of at a later date. A **BIG** thanks to **Turk** for his time and machine and to those who helped clean up around it.

XXXXXXXXXXXX



Throughout the Covid pandemic regular monthly meetings have not taken place but the Executive have all remained in their positions to work on Club issues. We thank them for that. Here are the minutes from the Executive meeting held **December 15th** prepared by secretary Peter Grant.

This was the sixth in-person VMC Executive meeting of 2021, due to COVID-19 Pandemic restriction. No Regular club meetings have been held since February 18th, 2020.

In Attendance:

President: **Dave Horner** Vice President: **Mark Fisher** Secretary: **Peter Grant** Treasurer **Perry Chow**
Directors: **Andy James, Anthony Wilson Brent Donaldson, Dave Fair** Also present; **Rick Kool**-Membership Committee chairman Absent: Past President **Dan McLaren**, and directors **Nick Newton** (work) and **Dave McCullough** (illness). Sadly, long-time director **Jim Hannah** passed away on July 21st of 2021.

The meeting was called to order by Pres. **Dave Horner** at 7:31 PM As usual a range of topics were discussed:

Minutes from our last Executive Meeting on Oct. 19th, 2021 were reviewed by Secretary. One change was noted, that being the Executive Meeting scheduled for Nov. 17th was cancelled due to floods and transportation issues. Moved to accept as corrected by Andy, seconded by Brent and approved.

OLD BUSINESS being discussed:

1) **Dave Horner; Membership Cap:** As discussed at prior Exec Meeting, determined that this subject would be best discussed and put to a vote of the entire membership when we can meet in person.

Factors to be considered:

o What are the WHY's, Pros and Cons for a cap?:

- Less volunteers are stepping forward to assist with organizing events, trail & property maintenance works parties.
- Overall wear & tear and erosion on trails at Cycle Park seems to be increasing due to more riders.
- Income generation and the value provided to south-island off-road riders.
- Increased need from within the MC community due to closing of Western Speedway's MX track.
- Need to continue being a good neighbor to adjoining property owners (noise and dust concerns).

Overall Use of Cycle Park and New Patterns:

- Executive with volunteer help to conduct a Gate Survey/Gate Count.
- Who is using the property, how often and number of people in each group?
- Presumed that many long-time members do not ride off-road at Cycle Park, what is the breakdown?
- Some organized Road Rides and Dual-Sport start / end at Cycle Park. Can this be increased?
- Who would 'Pay' an added charge for a Gate Key to provide 24/7 access?
- Control property access via a self-closing electric gate and electronic Card Key.
- This is a key long term project with large projected cost.

2) **Brent Donaldson;** Report update on Electrification of Cycle Park.

- Site meetings continue to be held with representative from BC Hydro **Mike Dunham**,

Continued Page 4

CLUB NEWZ CONTINUED

VMC members **Klaus Kreye & Peter Pardell**—Electrical Contactor, **Mark Fisher and Brent**.

- Email correspondence was tabled.
- There are details still to be worked out but this is progressing.
- Access across Galloping Goose Trail being one,
- Tie-in with neighbor's power line another.
- Cost to complete this will not insignificant but Executive are in agreement that this is a worthwhile and important project.
- Commented that the approval process to relocate the entrance driveway further along Happy Valley Rd was so convoluted and difficult as to make it virtually impossible.
- **Brent** will continue moving the Hydro investigation along.

3) **Brent Donaldson**; report on District of Metchosin - Notice of Tax Exemption bylaw approved.

- As published in the Goldstream Gazette, Oct. 6/21 for the upcoming town hall meeting scheduled on Oct. 25th, the District HAS approved a three (3) year exemption to VMC on the municipal portion of VMC's realty tax burden. The amount saved will be \$4,000 +/- per year.

4) **Dave Horner**; Annual Elections: Due to the ongoing Covid19 pandemic plans to hold our annual general meeting and Election of Officers in January have been postponed.

- At this time the current board will continue in their positions.

Secretary **Peter Grant** to discuss with Treasurer Perry **Chow** and review current and new annual meeting and election requirements under the BC Societies Act.

New Business Discussed:

5) Events for 2022:

- **Dave Fair** will work towards scheduling 5 or 6 Observed Trials events for 2022.
- **Anthony Wilson** has requested that The Grind Enduro be set for Sept. 24 & 25, 2022.
- Suggested that **Dave McCullough** look to running the annual VMC Hillclimb on Oct 2, 2022.
- **Dave Horner** plans to organize the reformed Terra Nova Dual-Sport Ride on Thanksgiving Weekend, Oct, 8th - 10th, 2022. Details TBC.
- Road Rides, Dual-Sports, Cross-Country and other Club Events to be added as committee members step forward.

6) **Dave Horner**; Meetings:

- **Dave** has reserved the Hagon Meeting room at Barnes HD for the 3rd Tuesday of each month through 2022. We will hold a monthly Executive Meeting at that day, time and place until Regular Member Meetings can return.
- Unless stated otherwise the Executive Meeting will be held at 7:00 pm at Barnes HD.

7) **Other Business:**

- A lengthy discussion surrounded the on-going issue of lost Off-Road Riding areas.
- **Tony** commented on the area formerly used in Shawnigan Lake area. He hopes to have more info following VIDRA's annual meeting (Zoom).
- Need to maintain and grow Property Acquisition Fund and be prepared to buy a parcel if the 'right' property ever is offered for sale.

8) Next Executive Meeting: - Tuesday January 18th, 7:00 pm at Barnes H-D. **Adjourn:** adjourned at 8:46 pm

A TEN CYLINDER TWO STROKE

So you would like a “little” more power in your old two stroke bike. Perhaps you might think about adding another cylinder ? There’s always someone who will take on the challenge because “it’s there !” The following was achieved by **Marek Foltis** of the Czech Republic only he added ten cylinders to his bike. The article was written by **Paul Crowe** for the Kneeslider website and can be seen at:-

<https://thekneeslider.com/bistella-500-a-500cc-2-stroke-2-row-supercharged-10-cylinder-radial-engine-custom-motorcycle-by-marek-foltis/> (copy and paste into your browser.) Here are portions of that article.

So, what is the Bistella 500? The focal point is the extraordinary 500cc 2 stroke, 2 row, supercharged, 10 cylinder radial engine. Let that sink in while considering, it’s installed in a motorcycle replacing the stock single cylinder engine without modifying the frame and the finished motorcycle is road legal in the EU. This project is the epitome of thinking, “I wonder if I could” and then finding out.



Marek chose to go where there are no ready-made templates and formulas, where he would have to figure it out all on his own.

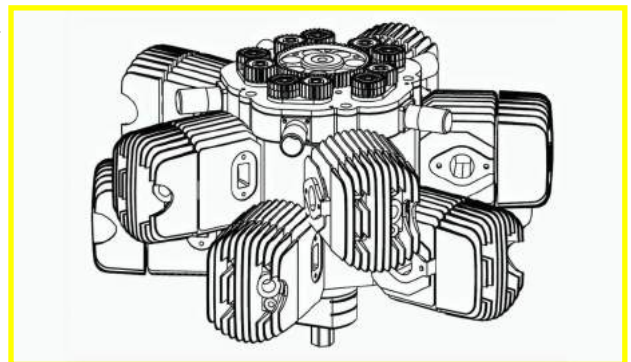
He also wanted to push the mechanical complexity of this project as far as possible, and to that point we can say, “Mission Accomplished,” and he went right to the edge, too, he says, “One step further in complexity and I would have needed magic, not science, to make the engine work.” If you’re interested in how **Marek** completed his project, [have a look at the website.](#) Specifications:

- Base motorcycle: Jawa 18 (1953)
- Displacement: 10 x 50cc = 500ccm
- Power: now limited to 12 hp
previously 60hp/6500 rpm (capable 120hp/10000 rpm) **see note*
- Gearbox: 4speed semi-automatic
- Max speed: 110 km/h
previously 220 km/h (137mph) (only calculated, I don’t recommend trying it) **see note*
- Layout: Radial double-row two-stroke
- Aspiration: Supercharged (5x roots blower)
- Weight: 155 kg - 342 pounds

Suspension/ brakes: Friction silencers and drum brakes all stock (EU requirement can’t mess with those if I want to stay road legal)

- Engine case, crankshaft, roots blowers assembly, master connecting rods were made on CNC mill
- Cylinders, pistons, slave rods, transmission case, and clutch are used stock from vintage Jawa motorcycles
- Exhaust headers and the intake manifold are hand-made and consist of 17 hand-crafted parts. The “pipe octopus” took almost a month of cut/weld/cut/weld process. During manufacturing those tubes I got permanent inflammation in carpal tunnel area caused by angle grinder vibration. So I definitely had some fun.
- Paint job I did myself except the last layer of clear. Thick gold lines and signs are plated by pure gold.
- Pistons and combustion chambers are ceramic coated to prevent overheating

There are a number of websites featuring this bike—just google Bistella 500 or try <https://www.bistella.cz/bistella-500-motorcycle/> for a personal explanation of the project and lots of pictures by the maker of the bike.



AREAS USED FOR CROSS COUNTRY EVENTS AND THE TRAILS NAMED THERIN

The **Brentwood** and **Kirk Reliability** Trials were two of the earliest cross-country events held by the Victoria Motorcycle Club. Both events used a combination of riding to a set speed (referred to as) “timing”, and riding checks to determine the winners. Records for both these events date back to 1930. Similar events were likely held in earlier years, but with new perpetual trophies, the competition was ON.

In those early days the course layout probably used roads and trails around the Saanich Peninsula and Western Communities as far as Sooke. These were the areas that had little population and roads were mostly dirt, with and without gravel and mud puddles.

Following WW2, the club grew, machine technology advanced and the routes for cross-country events went further afield. Some started in Victoria utilizing well known routes but then headed through the water shed or up the Malahat with trails of increasing difficulty. By the time this writer was involved in cross country events, the Terra Nova was in its infancy. The first Terra Novas ran from Victoria to Port Renfrew the first day and back again on the second -- all by back roads and trails. That route eventually changed from Victoria to Cowichan Lake and back, and eventually using two day loops from Cowichan until land use issues forced the club to stop running the event. It was last run in 2015.

Which brings me to the reason I wanted to write this article. Each of the areas that the club used for cross country events had names for the trails. From Mt. Douglas Park to Cycle Park, through the watershed to Burnt Bridge and on to the Cowichan Valley, Boyd’s Pit and the Tansky, and beyond, trails have been named. Many of the trails in these areas were cut and maintained by club members to help organizers with laying out events to measure distances, set check points and establish destination points. Having trails named helped committees and helpers communicate where people needed to go to do whatever needed to be done.



Burnt Bridge Gang !

The Burnt Bridge area was a classic area where trails were named. The club used this area in the 60’s, 70’s and in to the 80’s. Many members used to camp and ride there with families while enjoying their weekends and searching for and cutting new trails to use in events. The first trail I remember with a name was the **Timbres** Trail, named after former member **Stu Timbres** and used in the early Terra Novas. This was a short-cut connecting the Lower Koksilah road to the Wild Deer Lake Road. In the mid 60’s it had a certain difficulty to get up with the old bikes of the day but was used frequently.

While camping with member **Al Barclay** and family, we ran across an old road that was a dead end at the Koksilah River with a mine at the end. There used to be a bridge at the river but it was long gone. This old road was named the “Silver Mine Road” and was used in one **Kirk Trial**. Imagine the comments when riders reached the end and had to turn around and go back “against traffic.” Luckily it wasn’t a “speedy” section. There were some funny stories emanating from that trail !!

Another was the **Horse Climb One** (there were two - **Horse 1** & **Horse 2**) used primarily as a downhill in the earlier Terra Novas and, later on, **Brentwoods** and **Kirks**. In later events the **Horse Two** was also used for an uphill grind as a deep groove in it would catch the footpegs and slow progress immensely.

Another favourite was the **Garth Lapp** Trail, named after another former member. It started at the bottom on the **Wild Deer Lake Road** as a dead-end logging road but was extended with a trail up through the forest to the top of **Eagle Heights**. There was a large log in the middle that one had to jump over and one time as I balanced my bike on the log and looked down, I found a five dollar bill - bonus!

The **Can Am** Trail was discovered in the 70’s while former member **Joe Brown** and I were riding up the **Eagle Heights Road** one evening. While waiting for **Joe** on the side of the road I noticed a trail leading over the edge. I pointed it out to **Joe** so we decided to ride it. It started with a steep downhill



1969 Terra Nova
Roger Boothroyd Crossing
Wild Deer Creek
Photographer Unknown

Continued Page 8

Areas Used Continued

and ended up going past the Koksilah Campground on the other side of the river from the trail. We named it after the bike **Joe** was riding - a Can Am. It was originally a horse trail, then also used by motorcycles in the late '70's and early '80's. The motorcycles would tamp down the trail and any left-over horse poop. The trail was used by mountain bicycles while the Kinsol Trestle was rebuilt. It is now only used for hiking.

Other trails in the Burnt Bridge area were named for different reasons. The Shell Oil Can Trail (guess what was found), the Buggy Loop (lots of 'em), the Bear Shit (chased 'em), the Marijuana (plants all down the middle of the trail), all named for a specific item or something seen in the trail.

One trail down the side of a clear cut was named after a Playboy bunny - the **Denise** ! I was laying out an event and half way down, as a joke, I stapled a centre fold on a tree. I then lashed a bra around it with two oranges in the cups - thus the name **Denise** ! I understand that member **Len Orrico** ate the oranges while in the event.



Wild Deer Lake 1978
Photos by **Roger Boothroyd**

Others in the area were the Kids trail (cut by some of the younger riders), the Wolf (seen by some), the Worm and Boot-worm trails (two tough downhill trails off the same mountain found and cut by the **Wormalds** and **Boothroyds**), the **Norris Nasty** (after one of the members who helped cut it).

Another horse trail that I ran across is the Antler Trail (you guessed it - a set of antlers found), a loose sandy hillside that many found difficult to climb but when they put the effort in, they ended up riding through the big trees to the top of Eagle Heights.

One of the wettest single-track trails was the "I Found It Trail" behind Wild Deer Lake. In the summer when it was dryer, it was a reasonably easy trail with log burls placed in the muddy areas for traction. When it rained, the lake would rise and that trail became almost impassable with burls floating in motor deep water. The Kirk Trial in 1978 was a very wet ride as you can see in the photo at the right.

Logging operations have decimated many of the trails in this area and others. They may still be there but, over the years, have overgrown with bush or damaged so badly one would never recognize it as a trail. The area is now out of bounds for holding events or even a casual fun day of riding although there may be some who venture in to play. The 60's through to the 80's were the best years for VMC cross-country events.

Addendum by **Barb Lohrmann**: While exploring logging roads and trails for the All Day Dual Sport events from 2010 to 2014, **Dan** and I searched the Eagle Heights and Wild Deer Lake areas for any of the trails we used in the late '70's and early '80's. We were pleased to find several!!

We cleared and used the Garth Lapp trail, even finding remnants of the large log in the middle. Unfortunately, we could not find the extension up through the forest. We also found parts of the Bear Shit trail, often called the Bear Poop trail to more precisely describe the stuff the trail was named for. And we found parts of the Marijuana (or Pot) Trail. Not too tough going down... but a bit daunting to go up.

We searched for the original Eagle Heights trail which led to the very top of Eagle Heights. Unfortunately, extensive logging operations have obliterated much of that trail. However, we did find the Antler Trail, the lower part at least, we were unable to go to the top end of the trail to find the old antlers attached to the tree. After using this trail on the All Day Dual Sport event for a few years, the upper portion of the old road bed was reclaimed by new logging operations. So annoying to see a great trail obliterated.

As an avid hiker, over the last several years I have walked extensively in the



Former member **George Lohrmann** struggling in the I Found it Trail—1978

Areas Used Continued



Former members **Dave Shepherd** and **Albert Bean** (both deceased)
Tackling the Can Am Trail in the March Hare
Enduro 1979
Photos by **Roger Boothroyd**

Burnt Bridge area. The Can Am Trail is still very visible. Two extensions have been added: one from the original steep hill westward to connect to Burnt Bridge, another eastward to the Kinsol Trestle. As I have walked along this trail, I remember enjoying riding it - other than the steep uphill/downhill section!! There are certainly many more trails in the Burnt Bridge area that have not been noted here. Many may have been renamed by riders who were not familiar with the original names so that they may identify it for their riding pleasure.

The tradition of naming trails carried on to the Boyd's Pit riding area past Muir Creek west of Sooke. This area was used for cross-country events from the late 1980's. Many VMC members spent days and months clearing the old logging road network and cutting new connecting trails... all trails were given names. By 2006, the off-road vehicle users were asked to leave the area as it was scheduled to be logged. Sad...

Luckily the Tansky area past Jordan River was made available for ORV users in 2006. Again, many VMC trail blazers spent days and months clearing old logging roads and cutting connecting trails. The first cross-country event, the Equalizer, was run at the Tansky in 2007. A paid full-time trail-cutting crew opened up the area in 2008. This project was formally managed by BCORMA (B.C. Off Road Motorcycle Association) and paid for with a grant from the Canadian Off Road Vehicle Distributors Council. All trails were assigned names and, bonus, with an array of GPS data points, a very useful map was produced.

Unfortunately, the Tansky area has been under the cutting knives of logging equipment since 2015. Nevertheless, resolute motorcycle riders continue to enjoy riding in this area.

For whatever reason the trails are named, and by whomever, you can't deny the fact that memories have been created !

EDITOR'S NOTE:- I'd like to thank member *Barb Lohrmann* for her expertise in editing and adding to this article. *Roger.*



BLAST FROM THE PAST:- It's the mighty pull start ROKON with American **Tom Young** at the "helm" in the 1977 Terra Nova. Tom was well known for entering this event with "strange" bikes and this was one of them however, this year he managed to tie with former member **Wayne Noulette** for third place. **Tom** never won this event but had a second place in 1980. **Mel Paulson** owned a furniture store in Tacoma, Washington, would come up with his family and his motor home and trailer is watching **Tom** start the bike. Mel had a third place tie with member **Chuck South** in 1974.



BSA Goldstar 650

For those interested in the "resurrection" of the BSA Goldstar, have a look at the Indian manufactured 650 single—revealed recently in the UK.

[BSA Motorcycles reveals the new Gold Star 650 \(2022\) in... | Visordown](#)

For those interested in a new two stroke crotch rocket introduced by a new company in the UK—have a look at this:- <https://langenmotorcycles.co.uk>
Copy and paste into your browser.



A TINY BIT OF VMC HISTORY

Many VMC members have other interests besides the sport of motorcycling. In early January I received two emails, both from two well known motorcycle collectors in the area, with a picture of the plate topper shown to the right. These plate toppers were attached to the licence plate or car to identify club members. Their question was “do you know anything about this ?” One of them emailed again to say that some info was on the Victoria Motor Sports Club website – About VMSC - victoriamotorsports.ca This club was started in 1954 by seven members of the Victoria Motorcycle Club. Two of the charter members were **Dave Rennie** and **Arnie**



1954 Corvette

Hamilton (both deceased). Others that joined the group later were Life Member **Ernie Hills**, **Dave Moore**, **Ron Tomlinson**, **Don Smith** and **John Collyer**. **Hills** is the only one with us today. The VMSC is still active today and the website is above. Their wire wheel motif that it displays to this day came along later.

CLUB NEWZ CONTINUED

The Executive will hold in-person meetings once a month or as required. Here are the minutes from the January 24th meeting held at Barnes Harley Davidson.

This was the first in-person VMC Executive meeting of 2022. Due to COVID-19 Pandemic restriction, no Regular club meetings have been held since February 18th, 2020. **In Attendance:** President: **Dave Horner** Vice President: **Mark Fisher**, Treasurer: **Perry Chow**, Secretary: **Peter Grant**, Directors: **Andy James**, **Tony Wilson** **Brent Donaldson**, **Dave Fair** **Dave McCullough**.

Absent: Past President **Dan McLaren**, director **Nick Newton** (work) and **Rick Kool**-Membership Committee chairman. Long-time director **Jim Hannah** passed away on July 21st 2021, his chair has not been filled. All executive members will continue in their positions until a regular meeting to conduct an election of officers. The meeting was called to order by President Dave Horner at 7:31 PM As usual a range of topics were discussed:

Minutes from our last Executive Meeting on Dec. 15th, 2021 were reviewed by Secretary **Grant**. No errors or omissions were noted. Moved to accept by Dave Mc, seconded by Brent D. and approved.

OLD BUSINESS being discussed, lead by President Horner:

1) 2022 Elections: Secretary **Grant** informed those present that all 'BC Societies must make an effort to hold an Annual General Meeting every calendar year and file a report within 30 days after the meeting is held. If no meeting can be held (Covid19) then the club can apply for an extension between November 1st and December 31. If extension is granted the annual meeting must be held before March 30th of the following year.' There are other terms and conditions noted.

See “What are the annual report requirements” document.

It was agreed at our December 15th meeting to hold-off scheduling any Annual Meeting until Covid19 restrictions on indoor gatherings are reduced or removed. The current board members will remain in place until a Regular Member Meeting and Elections in person can be held.

2) Membership Cap considerations: **Dave Horner** suggested he will have more on this matter at a later date. No further discussion or action taken today.

3) Calendar of Events reviewed:

- Pres. **Horner**; working to revive the Terra Nova enduro as a two-day Dual Sport ride **Continued Page 11**

on Thanksgiving weekend.

- **Dave Fair**; working with others to organize and schedule three to five trials events running from March through June or July. Agreed that in general Covid19 restrictions don't apply to this type of an outdoor event gathering.

- **Brent Donaldson**; Annual VMC Hill Climb. Oct. 2nd. **Brent** is working on the hill with a grader being brought in to prepare the course. **Dave McCullough** is assisting where needed.

Note to members - **KEEP OFF The Hill.**

- **Tony Wilson**; discussed the Grind Enduro preparations.

- **Andy James**; looking at options for running a traditional 'time keeping' enduro. IE; The Equalizer or Consistency Enduro.

4) Treasurer's Report; **Perry Chow** tabled the 2021 annual financial update along with a monthly statement thru to Jan. 18th.

- The Club's income was reduced in 2021 due to very few events being staged but this decrease was more than made up for by sale of milled Lumber and VMC 100 Years book sales.

- Total expenses came in under the amount budgeted.

- Overall the club's balance sheet showed a net increase of approx. \$8,300.

Dave McCullough moved to accept the annual statement as tabled, seconded by **Tony Wilson**. Approved.

5) Annual Tax Assessment; Treasurer **Perry Chow** presented the annual 2022 Property Assessment Notice which shows an increase in value of approx. 39% on both land parcels. This increase is typical of the whole District of Metchosin. **Brent** will review and see if any opportunity to appeal this increase.

6) Recently created 'Land Acquisition Fund'. **Tony Wilson** raised the topic of this new fund. He hopes we can start hosting dedicated fund-raising events and other drives to move this initiative ahead.

- To start he made a personal donation of \$20.

- This is to be added to the ledger as a new account and noted at meetings.

NEW BUSINESS being discussed, lead by President Horner:

7) Cycle Park's shelter aka 'Clubhouse' burned down;

- part 1) **Brent Donaldson** informed on this loss and re-building options.

- initial cause of the fire is unknown for certain; either a failure with the stove door or issue with the chimney are suspected.

Pres. **Horner** tabled a letter he received from the Town's Planning Officer, **Sherry Hurst** that related to hurdles (ie: Municipal Bylaws - we are a Legal Non-Conforming use) to be crossed in the rebuilding process.

- Tres. **Perry Chow** related that there will not be an insurance claim as the replacement value of the structure was pegged at \$7,500 and our deductible is \$10,000.

- **Brent Donaldson** related that VMC member **Mike Horneck** is willing to take on the challenge of the Town's zoning/planning restrictions for rebuilding the clubhouse (in one form or another).

- **Brent** is also looking into various structure types and sizes.

part 2) - Goldstream Gazette; a request for information about the Clubhouse fire was provided by **Brent Donaldson**. See report published in the January 5th edition.

- part 3) an Invoice for \$1,694 was received from GFL Environmental for the charge to place and remove a Dumpster filled with debris remaining from the clubhouse.

8) Renewal of Membership Dues; **Perry** reported on behalf of **Rick Kool** that 275 renewals have been received so far. There is a new glitch in using PayPal for this that is being worked out. An email

Continued Page 12

CLUB NEWZ CONTINUED

has been sent to members advising a change in the process if using PayPal. The preferred payment method now is to send a cheque to Treasurer **Chow** via Canada Post or by e-transfer. See website for details. With approx. 225 members still to renew. **Perry** to ask **Rick Kool** for a list of members to be called.

9) **Sam King** Trials School; Sect. **Grant** will contact Sam with approval to run another school, possibly with **Trystan Hart** also instructing for off-road/enduro riders. Likely to be held in April or May (Covid19 depending) as he did previously. **Sam** is to make a cash donation to the Club and to renew his personal membership.

10) Two new Life Members as received from Barb Lohrmann; **Dave Fracy** and **Cam Anderson** have earned Lifetime Membership Status and are no longer required to pay annual dues.

Motion to accept moved by **Perry Chow**, Seconded by **Dave Fair** and Approved by the Executive.

11) Electrical Power Update; **Brent** reported that he continues to make progress on the final routing and costs to run permanent BC Hydro power supply to our property, entering at the gate. Required if clubhouse is ever to be more than a shack and if we wish to further automate the open, closing and securing of the gate.

12) Group discussion regarding the Canadian Motorcycle Association Trials Council and a rival non-aligned group; correspondence is received regularly from **Michael Traves** of New Brunswick on what is known as the Trials Initiative and similarly from **Dave Rhodes**. We are also in contact with **Derek Thomas** representing the CMA. VMC Executive continue to support remaining as a CMA Affiliated club. VMC will provide the Trials Initiative people and **Dave Rhodes** with our Trials' schedule when it has been set.

13) Next Executive Meeting: - Tuesday February 15th, 7:00 pm at Barnes H-D.

Adjourn: The meeting was adjourned at 8:36 pm

VIHSS
VANCOUVER ISLAND HARE SCRAMBLE SERIES

2022 SCHEDULE

HARE SCRAMBLE SERIES

HELLS KITCHEN COOK CREEK MARCH 26-27
ROOTS OF DOOM WHISKEY CREEK APRIL 23-24
THE KNOCKOUT WASTELANDS MX PARK MAY 28-29
THE WILD WEST TANSKY JUNE 11-12
THE GRIND VMC SEPT 24-25
BANZAI BRAAPLINE WHISKEY CREEK NOV 12-13

HARD ENDURO SERIES

THE SUFFERING SHAWNIGAN LAKE SEPT 18
TEARZBERG TANSKY OCT 8-9
MONSTER MASH COOK CREEK OCT 29-30

MUDHUNNIEZ EVENTS

MOTO FEST WHISKEY CREEK JUNE 25-26
GIRLS DAY OUT PORT ALBERNI DATE OCT (TBD)

VIDRA
VANCOUVER ISLAND DIRT RIDERS ASSOCIATION

Schedule subject to change. Details TBA

Many Victoria Motorcycle Club members are also members of the Vancouver Island Dirt Riders Assoc. or, at least, interested in entering these events which are held in various areas of Vancouver Island.

This is their proposed schedule for 2022 for the VI Hare Scramble Series and is subject to change. If interested, please check their website (Vancouver Island Dirt Riders Assoc.) for any changes and details. <https://vancouverislanddirriders.com>

CPTA Schedule (tentative)

March 20	TRS Moto Canada Trial	IOCO
April 10	Spring Classic Trial	IOCO
April 24	Outlaw Trial	IOCO
May 15	99 Trials Club Trial	SQUAMISH
June 19	Trial TBA	TBA
Sept 18	Iron Mountain Trial	Mission

This is a tentative schedule. Please check the CPTA website for changes or details.

<http://www.trialsbc.com>