

THE VICTORIA MOTORCYCLE CLUB NEWSLETTER

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EDITORS MESSAGE—BY Roger Boothroyd
vicmotorcycleclub@gmail.com

VMC
RPO Town & Country, PO Box 48138
Victoria, B.. C. V8Z 7H5

Many of us say the 50's—80's were the best era of time for motorcycling as we know it. Scrambles, observed trials, flat track, hillclimbs, reliability trials and a few assorted events such as the Field Meet, and Mini-Scot were on the calendar. Some members would travel to the mainland or the USA to compete and there were a few who made it off the North American continent to ride in events but times have changed.

Gone are the days where one bike was used for all the different events. Lights were on or off, tires or wheels were changed, gearing etc. to make it more suitable for the event they were entering. With the advancement in machines, if one wanted to try to compete in all events, they may need a separate bike for each one.

Then there's the insurance and land use issues here on the island. The days of riding off road from

Victoria to Cowichan Lake and through the watershed are long gone. The use of private land, beaches or parks for scrambles or Field Meets are also in the past. Gone is the Mt. Doug Hillclimb.

The picture above shows the start of a scramble at the VMC property on Hoy Lake Road off Millstream in 1960. From left to right the riders are:- #1 **Tom Richardson**, #44 **Bill Smith**, #14 **Vern Amor**, #17 **Dave Moore**. Behind **Dave Moore** is #65 **Don Richardson**, #3 **Wes Morhart**, #4 **Ernie Hills**. Behind **Ernie Hills** (no number) **Al Duffus**, #16 **Charlie Arnold**. Behind **Charlie Arnold** #72 **John Davis** and beside **John Davis** is **Joe Brown**. In the striped starter shirt is **Al Barclay**. Eight of these riders are no longer with us. The times they are a-changing !!

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MINUTES REVISITED



*The following is another excerpt from the old VMC minutes which were scanned and converted to PDF by former President **Dan McLaren**.*

Minutes of the meeting held January 15th 1952

The meeting was called to order at 8:30 p.m. with 25 members present. After the minutes of the previous meeting had been read and adopted, the President reported on the executive meeting which was held on Thursday, January 10th.

Nominations were called for the positions of Club Recorder and Assistant. **Art Carrington** and **Dave Rennie** were elected unanimously. **Jack Akins** was appointed First Aid Man.

A Rodeo Committee consisting of **Don Kendall**, chairman, **Vern Amor**, **Merle Bissenden**, **Al Boshier**, **Don Kennedy** and **Wes Morhart** was set up.

Representatives **Reg Shanks** and **Don Kendall** were appointed for the May 24th Celebration Committee.

It was moved by **Jack Akins** and seconded by **Don Kendall** that the Referee appointed by the Executive has two assistants, those assistants and referee are to make decisions on the field and any protests should be put before the Executive and Referee and/or Assistants concerned, and that protests be lodged within 48 hours in writing. This motion carried.

It was mentioned that **Bert Waller** had offered the use of a shed to the club, for the storage of club property. It was moved by **Dave White** and seconded by **Rod Newton** that this offer be accepted. **Bert Waller** and **Al Boshier** were appointed caretakers.

Reg Shanks was appointed Club Reporter.

New applications for membership from **Pete Hansen**, **Harry Freeman**, **Nels Carpenter**, **T. Smith** and **Carol Calder** were read. **Larry Rainsford** was voted in as a new member.

The suggestion of the formation of a Ladies Auxiliary was again brought up. **Reg Shanks** suggested that it be confined to wives and fiancées of club members only.

It was moved by **Jack Akins** and seconded by **Art Carrington** that the Executive be authorized to spend a few dollars on refreshments for the next meeting.

Continued Page 3

MINUTES REVISITED CONTINUED

It was suggested by Reg Shanks that the secretary write to applicant **Carol Calder** advising her that the club is restricted to male members only. **Ed. Note:-** Can't get away with that now !

A committee for the Novice Scramble consisting of **Don Kendall**, **Bert Waller** and **Dave White** was appointed.

A committee for the Major Scramble consisting of **Don Kendall** and **Charlie Arnold** was also appointed.

It was moved by **Rod Newton** and seconded by **Al Boshier** that the secretary write to **Frank Carr** for a list of motorcycling films.

It was moved by **Don Kendall** and seconded by **Bert Waller** that the meeting be adjourned.

M.W. Foord, Secretary.

VINTAGE SPEAKING

A brief history of the marque **Drysdale**

Manufactured by Drysdale Motorcycle Co. of Melbourne, Australia. Four of these machines have been built to date (Mar 2021) - two 750cc and two 1000cc. Three of them are in Sports format and one of the 1000's is naked. They are built to order using engines and components specified by the customer. Models include the 1000cc Drysdale Bruiser, one of which was stolen in 2015.

Drydale was also responsible for the equally remarkable 2WD Dryvtech.

Sources: Ian Drysdale, *et al*



VINTAGE ADS OF OLD

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Three Big Brain F**ts in my last newsletter. To try and have a minimum of mistakes, I read it over and over but, the law of averages prevails. In my report of the Les Blow Trial, I started off with the Les Blow but the second paragraph was all about the Reg Shanks Trial which wasn't scheduled to run until May 1st. All results for the Les Blow were correct.

In the second mistake in Club Newz on page 2, I reported that former member **Peter Wille** was the builder of the shelter in memory of his daughter whereas it was former member **Jack Bell** who built it. My apologies to both these former members for my brain f**t, I must have been working on the **Reg Shanks** poster and lost my concentration.

My third mistake was in the article about former member **Charlie Arnold**. I mentioned that **Charlie** had a vehicle accident and passed away in the 60's (It was a bad guess). He had the highway accident while on his way to Edmonton in March 2005 to be a judge at the Spring Stamp Show. **Charlie** was a keen philatelist and was going there to judge a show. My apologies to his family.

XXXXXXXXXXXX

As reported by member **Andrea Bocskei** recently, several VMC members had a strong showing at the VIHSS Whiskey Creek race on the April 23rd weekend with several members having podium finishes. **Brock Bocskei** placed first in Pee Wee Expert while **Megan Goodwin** placed second in Jr. Girls. **Orion MacLulich** placed second in PeeWee Beginner, **Oli Nicholson** placed 3rd in Women's Intermediate. and **Taylor Mennis** placed 3rd in Vet. Expert. Congratulations to all those who competed and those that stood on the podium.



PeeWee Expert



Junior Girls



PeeWee Beginners



Veteran Experts

Photo credits to VIDRA Facebook Page

Cowichan Creek Trial—1979. **Martin Spriggs** on his Yamaha riding the special section (we wouldn't be able to do that today !) Called the Cowichan Creek Trial, the event was actually run in the area of Widow Creek which runs into Cottonwood Creek near Youbou.

Started in 1973 and organized by the Cowichan group (**George & Ron Foster** with help from the **McMahon** family, **Paul** and **Ida Weber** family and lots of friends and partners pitching in to be checkers), the event ran for ten years before land use became a problem.



Former member **Dave Titterton** (RIP) was involved doing the paperwork and tallies from the checkers. It was mainly a family event, the concession was organized and run by **Pat Foster**, **Audrey** and **Swannie Titterton**.

It was run on B.C. Forest Product's private lands with just a handshake from the mill manager where **George** worked for 45 years. Try doing that today. This event also attracted a number of riders from the mainland. After three years of trying, **Bob Todosychuk** from Vancouver finally took first place. **Spriggs** was second and former member **Ron Wilson** was third. The Valvoline Team Trophy, a competition between the VMC and the Vancouver Club, was incorporated in the event and was won by the Canadian Pacific Trials Association riders **Todosychuk**, **Don McPhail** and **Spence McDonald**.

DIRT SCHOOL—by Roger Boothroyd

On April 9/10th the club hosted the “Dirt School Enduro” put on by members **Sam King** and North American Enduro Champion **Trystan Hart**. It was cold on the 9th and wet on the 10th but 32 riders signed up to take advantage of learning and updating their skills. The instructors started by pointing out technical tips, how to set the bike up and riding styles. The riders were then divided into two groups—one led by **Sam** and the other by **Trystan**. Half way through the days the instructors switched places. For some the learning curve was high and for others it was learning from tips and tricks and enhancing their knowledge. Everyone seemed to enjoy themselves and there were only good comments from the attendees. Here is a comment from a father and son who had signed up.

My son and I had a great time in your advanced class today despite mother nature's best attempts to increase the difficulty level with rain and sleet. We had the benefit of having **Trystan Hart** as our afternoon instructor and he took extra time to work with my son on a few of the exercises which was truly going above and beyond. **Sam King** is a clear and concise instructor that can break down the most complex maneuvers into little sequences that us mere mortals can comprehend. We didn't feel any pressure throughout the day and really appreciated the "teamwork" vibe. We had a great day and came away with many new skills to practice. Thank you both for everything! **Cam and Aaron**”



Sam & Trystan
Showing some technical points

Check this link for all the photo's taken by member **Greg Samborski** from Saturday morning <https://www.dropbox.com/sh/asu7ent0nvqlbsf/AADwsoWRBmtm1FS1JEFgqxD8a?dl=0>



Photos by **Greg Samborski**

On the Easter weekend, April 16/17th, **Sam** held a dirt school specifically for Trials. Unfortunately there weren't enough entries for the two days so **Sam** amalgamated them into one day. There were eight riders and two wanted private training during mid week.

Sam pays the club for the use of the property for which he also must carry insurance that is equal to the VMC insurance. He transferred \$2100 into the VMC account. Half of that will be donated to the Canadian Cancer Society and the other half will go to the Prostrate Cancer fund.

Sam is pleased to organize these schools and appreciates the use of Cycle Park. As he says “I am truly honoured to have these opportunities to work with the VMC. There are many requests for more of these schools from repeat clientele as well as riders who weren't able to attend over the last two weekends. I hope that we can come to an agreement to host more schools in the future.”

DID YOU KNOW ?

Observed trials have been organized in the club since the 30's and maybe even earlier but our records for these types of events start with the Major Trial (now the Joe Brown Major) in 1937. Penalties in observed trials today remain *almost* the same as they were in those days except there used to be a 4 point penalty for a stall—stop with a dead motor N.B. - Where the engine stalls and the competitor is able to coast out of the check without starting the engine, or the competitor is able to restart the engine without coming to a stop no points are lost for the stall itself.

QUIZ

Any idea what these pictures are ?

First to answer wins a free yearly subscription to the VMC Newsletter!



Answer on Page 8

1903 CANADA CYCLE & MOTOR Co MOTORCYCLE Article by **Scott McKay** Submitted by **Peter Grant**

The story starts in Cloncurry where a young blacksmith from Ballarat had gone to make his fortune. Cloncurry is stinking hot and right in the middle of bum fxxx nowhere. No-one in their right mind would go unless their was a gold discovery. The smithy needed a motorbike and popped into the local Red Bird bicycle agency. In those pioneer days, Red Bird had agencies all over Australia and New Zealand. Red Bird was the brand name of safety bicycles manufactured by the Canada Cycle & Motor Co (CCMC). The smithy was told that CCMC was not only about to manufacture a motorcycle perfectly suited to Cloncurry's extreme conditions but that as Canada was closer to Australia than England, he would get the bike that much sooner. The blacksmith bought the pitch and paid the deposit.

CCMC had decided to build a high-quality motorcycle using the most technically advanced components of the day. Chater Lea frame castings, high-tensile steel tubing and Birmingham hubs, were sourced from Britain. Forward motion was provided by a Swiss-built Dufaux (Motosacoche) 288cc single cylinder engine, which featured side-by-side mechanically operated valves (most early engines had automatic inlet valves). A Longuemare spray carburettor made for easier starting and running than the popular but primitive surface carbs of the day. A US-made trembler coil and spark plug brought the lot to life and French Traffault forks delivered excellent (for the day) steering. A British Bowden rim brake retarded progress at a pinch. It was very advanced for the time, quite equal to the best in the world.

The prototype machine was road tested in November of 1903. The only order on the books was from a blacksmith in Australia. It was crated and dispatched via sailing ship to Townsville, the nearest port to Cloncurry, arriving in early 1904.

Upon receiving notification of its arrival, the smithy rode his horse the 500 miles east to Townsville to find his bike sitting in its crate on the wharf. He sold his horse at a waterfront pub, bought six 6-volt accumulators plus four 1 gallon tins of 6/80 petrol and secured them plus his swag to the combined back stand & carrier before setting set off for Cloncurry. In those days there were no roads, just tracks with knee-deep ruts caused by heavily laden bullock trains and he crashed frequently. Horses were better suited to the rough terrain. The hazardous journey took him over 2



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CANADA CYCLE CONTINUED.

weeks.

At the start of WW1, the smithy was needed back in Ballarat, 2,000 miles south. He lashed his belongings to the CCMC, retraced his journey to Townsville and caught a coastal steamer south disembarking in southern New South Wales. He rode over the almost but not quite impassable Great Dividing Range through creeks and gullies and endless scrub before finally arriving at the family home 600 miles later. Exhausted, he decided never to be tortured by this infernal contraption again so winched it up into the belfry of his father's forge where he intended watching it disintegrate in the years to come.

Twenty years later and Ray Corlett and Paddy Ryan, on their search for Edwardian bikes in country NSW and Victoria, heard about the bike and visited the blacksmith. They could see a bike tied up in the rafters and was intrigued for he could see 4 letters on the crankcase. Most had 3: JAP, BAT, MAG, AJS etc. The smithy was not interested in talking or selling and told him to go to hell.

Another twenty years past before Ray returned finding the blacksmith in a far better frame of mind. He agreed to sell Ray the machine for the same as he had paid over 50 years previously: £25. There were however, a couple of stipulations. Firstly Ray must write a statutory declaration signed by a JP that he would rebuild the machine to its original condition. And secondly, the rebuild had to be completed within 2 years and should the result was not be to his liking, it had to be returned without refund. The deal was signed.

The machine itself was 100% original having completed little more than the 3 trips mentioned totalling around 1600 miles. The only parts that needed replacing were the rotted tyres, maple rims and spokes. Ray duly completed the rebuild taking great care to use as many original parts as practicable. Every original nut and bolt was retained and only re-nicked where needed. Similarly, the bike still wears much of the original paint. Restoration completed, Ray trundled off to Ballarat armed with photographs of the bike which he now called "The Canada Cycle".

Sadly, he found the blacksmith on his death-bed. He hadn't uttered a word for several days and his time was clearly running out. The family allowed Ray to show the old boy photos of his restored bike. This perked him up no end and he congratulated Ray on the restoration. Ray left the smithy in good humour promising to return the next day. Sadly that was the last time they spoke for the blacksmith passed away that night.

Back home, Ray wrote to CCMC in Canada seeking information on his rare machine. They replied informing him that their oldest employee remembered it well as it was the first they had built and it was in fact he who had road tested it as an apprentice way back in November of 1903.



For the next decade or so, Ray and the Canada Cycle were regular participants in vintage rallies in and around Sydney. Around 1970 Rob Hart after riding it, persuaded Ray to part with it. Rob rode it in every event he could in all parts of Australia covering around 40,000 miles on. His longest stint being from Perth to Esperance and back (over 1,000 miles). He rode it many times from Sydney to the Bathurst Historic rally and back and countless vintage and veteran rallies and races in New South Wales, Queensland, Victoria and South Australia.

This is the sole survivor of the original CCMCs: the others are 1908 models which are more like bicycles with clip-on engines fitted. It is currently for sale in Australia.

QUIZ ANSWER

Many members may not have heard about Flat Tracking as there aren't many places in B.C. where this form of racing takes place. In the 50's and 60's there were a few VMC members that enjoyed riding Flat Tracks and would travel up island or to the mainland and Washington to take part. The names that come to mind are **Wes Morhart, Al Lewis, Al Barclay and Charlie Arnold**. **Barclay** was good enough to go from novice to expert in one year. Life member **Terry Hyde** has also ridden a few Flat Tracks in the AHRMA series. The picture shows the steel "hot shoe" that **Charlie Arnold** had made. This is strapped to the left boot as the left leg is used for support while sliding in the corners.

Track racing involves between four and six, sometimes eight competitors riding around an oval track in a counter-clockwise direction over a set number of laps - usually four to six sometimes eight - with points being awarded to all but the last finisher on a sliding scale.

These points are accumulated over a number of heats, with the winner being the team or individual who has scored the most overall.

The machines used are customized motorcycles, these have no brakes and are fuelled with methanol. Speedway also uses motorcycles with no gears or rear suspension. The use of methanol means the engines can run high compression ratios, resulting in more power and higher speeds (approx 80 mph or 130 km/h when cornering) although the skill of Track Racing lies in the overall ability of the rider to control their motorcycle when cornering and thus avoid losing places through deceleration.

This has resulted in [powersliding](#) or [broadsiding](#) being used as a technique in most variants of the sport to progress around the track.

Variants of the sport include Speedway, Flat Track, Grass Track and Long Track.

Flat track racing looks similar to Speedway racing but is quite different. Flat track motorcycles can have either [two-stroke](#) or [four-stroke](#) engines in amateur competition. Flat track bikes have front and rear suspension,



Al Barclay sliding in the corner on his BSA Gold Star at a race in 1959

and rear brakes. The brakes are what make it completely distinct from speedway, as the brakes allow for a different cornering technique. Four-stroke motorcycles dominate professional competition and depending on the venue, can be single or multi-cylinder. Racetracks vary in length from 1/4 mile (400 metres) to 1 mile (1600 metres).

Successful riders will often move to road racing, which is considerably more lucrative. Many top American riders in [Grand Prix motorcycle racing](#) began their racing careers as flat track racers.^[2]

Two well known former Flat Trackers in the VMC are secretary **Peter Grant** and Moto Trials West owner **Dave Fair**.





Minutes of the Regular Meeting - Held on April 19, 2022, upstairs at Barnes Harley-Davidson Victoria

With 26 Members and 8 Candidates in Attendance plus others not signed in:

In Attendance:- President **Dave Horner**, Vice President **Mark Fisher**, Secretary **Peter Grant**, Treasurer **Perry Chow**. Directors:- **Andy James, Dave Fair, Tony Wilson**.

Absent:- **Brent Donaldson, Dave McCullough, Nick Newton**.

WELCOME:- The meeting was called to order by the President, **Dave Horner**, at 7:26 PM. This is the second Regular Meeting to be held since February 2020, due to Covid19 Pandemic health restrictions.

The minutes of the previous Regular Meeting held March 15, 2022 were read by **Peter Grant**.

Roger Boothroyd moved the minutes be adopted as read, seconded by **Brent Roler** and Carried.

Business arising from the Minutes

1) Dave Horner; the Extra-Ordinary Motion for supply of Electrical Power to Cycle Park:

- Clarified that the original amount moved of \$25K was for the supply of power to property line only. Internal distribution, elect panel and if approved a powered gate will increase the total expenditure by +/- \$15K. Opened the floor for discussion:

- Being neither Pro nor Con **Harold (Turk) Perepalkin** asked the basic question; Why is this needed?

- Pres **Horner** responded; a) it is not needed but there are a number of long-term benefits to the club. **Perry** expanded on this project's long-term benefits.

- **Rick Kool** informed that the 'Primary' reason is to allow installation of a powered gate and a secure Card-Key Lock which in turn will add a layer of security to the property.

- A number of secondary reasons were discussed, first being lighting for the proposed pavilion currently under consideration, charging for E-bikes and other.

- **Mike Hornick** reviewed options and costs for distribution and related logistics.

- This Motion will be voted on at the next meeting, May 17th

2) Dave Horner; report on the Sam King Enduro/Dirt School and Sam King Trials Specific Schools hosted at Cycle Park:

- 34 riders attended the Enduro/Dirt School over 2 days

- 10 riders attended the Trial Specific School over 1 day

- \$2,100 was paid to the Club as our portion of the registration fees (\$50.00 ea).

- **Perry Chow** suggested that VMC to donate these funds to charity as has been done before.

- **Rick Kool** made the motion to donate:

- \$1,050 to Canadian Cancer Society.

- \$1,050 to Vancouver Island 'Ride To Live' for Prostate Cancer.

- Seconded by **Barb Lohrmann**. Carried.

3) Dave Horner; on the previously suggested Work Party and Swearing In of the 150+ new VMC members who joined during the Covid19 period. It was agreed that this would be very cumbersome and difficult process to manage.

- **Barb Lohrmann** made a motion to **waive the Swearing In requirement** for the 150+ new members that had joined under the temporary revised application process during the Covid19 period (when no regular meetings were held).

- Seconded by **Rick Kool**. Carried

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4) The Treasurer's Report was then given by Treasurer **Perry Chow**. All's well with the Club's finances. **Perry** also noted that to date only the Officers and Director's insurance has been paid. The main policy is payable in May.

On a motion from **Gary Nordstrom**, seconded by **Roger Boothroyd**, the Treasurer's Report was carried as read.

5) **NEW MEMBERS:** Required to attend two meetings, a) introduction and b) voting in:

In Attendance were:

- **Trevor Plotnikoff; Colin Knightley; Alex Hillsden; Tom & Ethan (jr) Hudock; Eric Law; Taylor Mennis; Gene, Liam & Declan Pender; Brendan Wales.**

Not Present were: **Jennifer Dixon** and **Peter Falk** (from out of town-Nanaimo) and **Jay Kriegar** (night shift work conflict).

6) **COMMITTEE REPORTS - Past Events**

- Les Blow Trial, March 27, at the Club Property. **Dave Fair** reported 41 riders signed in.

Results on website. Net proceeds of \$815 was turned over to **Perry**.

- Sam King Dirt School on April 9th & 10th and Trials School Sunday April 17th.

7) **COMMITTEE REPORTS - Upcoming Events**

- Reg Shanks Trial on May 1st at Cycle Park

- Victoria Day Parade, Monday May 23rd. **Rick Kool** Committee Chair

8) **Outstanding/Old Business**

i) **Dave Horner** raised **Dave McCullough's** addendum to last months Extra-Ordinary Motion regarding \$2,500 expense for a double sided punch-lock for the gate.

- **Perry** suggested that we need to table a Motion to postpone this until after the Extra-Ordinary Motion of electrical power has been dealt with.

- Moved by **Roger Boothroyd** to postpone **Dave McCullough's** motion until later.

- Seconded by **Gary Nordstrom** and Carried.

ii) **Dave Horner** on creating a committee to deal with Mosaic Forestry to gain access to new riding territory. **Pres Horner** can serve on this committee but can't spearhead this as he would be in a conflict of interest due to his business dealings with Mosaic.

On the Committee: **Brent Donaldson, Andy James, Harold (Turk) Perepalkin, Brad Adams**, pres. **Dave Horner** and secretary **Peter Grant** (for his writing ability only).

iii) **Dave Horner**; request approval of \$1,000 expenditure to draw plans to move to the Building Permit stage for construction of a 24' x 36' Pavilion.

- discussion on location - in centre of grassed area and moving kids riding to where the old shed was and up and over rock. **Rick Kool** will rough out new Kid's trails.

Motion moved by **Mike Hornick**, Seconded by **Chris Hall** and Carried.

NEW BUSINESS:

1) Correspondence received from **Brad Johnson** on April 16th questioning the Club's policy on hosting outside events at Cycle Park. In particular he questioned why a request to host an Enduro Clinic by **Graham Jarvis** (in 2015?) was denied.

- **Pres Horner** recalled that this request was denied as the insurance coverage required was not satisfied by **Brad's** proposal. The club's policy for outside events is that they must provide insurance



coverage of equal to or greater than the coverage the club carries.

- a regular protocol for outside events has now been established.
- Sec. **Grant** will send a reply to **Brad Johnson**.

2) **Peter Grant** read of a list of a collection of ‘collectable’ bikes for sale by his friend **Dave Rogers’** brother. If interested in any of these contact **Dave Rogers** here: dave@antibe.ca

The Hondas:

- 1982 MB5 50 2-stroke • 1982 XBR 500 single • 1982 CBX 1000 I-6 • 1983 CBX 500F I-4
- 1983 CX 650E V-twin • 1986 VF 500F V-4 • 2001 ST 1100 V-4 • 2017 CRF 1000 Africa Twin

The others: • 1982 GS 450 Suzukimatic • 2018 883L HD Sportster

3) **Gary Nordstrom** informed that we are down to the last handful of the “VMC The First 100 Years’ book. If additional copies are required, reprinting is possible although cost could be higher depending on volume. Approx. 250 copies have been sold to date.

4) New member **Colin Knightley** inquired if attendance at monthly meetings or at other activities was mandatory or what generally was expected of new members.

- **Rick Kool** elaborated on the process for membership.
- New member **Robin Crumley** (one of the 154 new ‘covid protocol’ members) spoke up on the process.
- **Lillian Wilbur** spoke on members that attend meetings and ‘get involved’ vs the members that only come to Cycle Park and ride.
- For new ‘covid protocol’ members in attendance **Rick Kool** read the Club’s Aims and Objects aloud and are reprinted here:

VICTORIA MOTORCYCLE CLUB – 2009 Aims and Objects

Traditionally, the Aims and Objects of the Victoria Motorcycle Club are read out at meetings when new members are voted into the Club. The Aims and Objects are also printed on the back of the membership card.

AIMS AND OBJECTS OF THE VICTORIA MOTORCYCLE CLUB

With your application to become a member of the club having been approved and accepted in the proper manner, it is now necessary that you become acquainted with the aims and objects of this organization.

The Victoria Motorcycle Club (one of the oldest and largest motorcycle clubs in western Canada) was originally banded together in 1906 to foster the sport of motorcycling in all its phases.

Its members are expected to contribute to its welfare by supporting every project which it may see fit to sponsor.

All members are expected to be proud of the good name which the Victoria Motorcycle Club holds in the community of Victoria and endeavour to uphold that good name to the best of their ability. They are at all times to observe the rules of the club, both written and unwritten. *Welcome to the Club!*

5) New member **Taylor Mennis** opened a general discussion about Trail Maintenance and Trail Mapping. Discussed that volunteers for a new committee should be requested.

6) **Tony Wilson** updated the group on VIDRA’s efforts at Tansky and also the effort to regain access to the Shawnigan Lake trails.

7) Pres. **Horner** asked if any ‘website’ people were present to assist in creating a new modern website. Member **Lillian Wilbur** stepped up and said she could. To be discussed later.

Adjourn

On a motion by **Roger Boothroyd**, seconded by **Gary Nordstrom** the meeting was adjourned at 8:35 PM.

THE REG SHANKS TRIAL - BY ROGER BOOTHROYD

Rain on the day prior to the Reg Shanks Trial on May 1st created some challenges but it turned out to be a perfect day for a trial. Thirty-nine riders signed up at Cycle Park, the VMC's property on Happy Valley Road. Ten sections were laid out on a route around the property with varying levels of difficulty for the seven classes of riders - juniors to experts. Several out of town riders were present—four from up island, two from Squamish and three from Vancouver and all enjoyed themselves.

Rick Whiting and **Colin Stares** were from Parksville, **Dave Rowett**, **Jenn Dickson** and **Peter Falk** were from Nanaimo, the current Canadian Trials Champion **Sean Bird**, **Brian McNeal** and **Bernardo Rodriguez** are from Vancouver and **Mike Legare** and **Patrice Horgantaler** are from Squamish.

There were only three entries in the [Junior class](#) and **Colin Stares** was first with 21 points. In the [Intermediate class](#) **Jake Calnan** decreased his scores on every loop and took first place with 59 points. Second place went to **John Stalker** with 67 while third was **Ben Williams** with 73 points. All were on Vertigo.

Josh Boscke on Beta was low score after the first loop in the [Senior Intermediate](#) class but faltered on the second and third loops to place 3rd. **Dave Fair** on Vertigo was in second place after the second loop but had a low score in the third loop which put him into first over all with 38 points. Second place went to **Paul Conroy** on Gas Gas with 40 points.

In the [Clubman class](#) riders only needed to count their two best loops. **Rick Whiting** from Parksville on Beta had the two lowest scores to place first with 10 points. Close behind **Whiting** was **Dave Rowett** from Nanaimo on TRS who placed second with 13 points. In third place was **Dan Hilton** on Beta with 25 points.

In the largest class of the day, [Sportsman](#), **Aaron Fisher** on Scorpa was leading after the first two loops but had a disastrous third loop to end in third place with 50 points. **Blake Fontaine** on Vertigo was second after two loops but had a low score in the third loop to give him first place with 40 points. Second place went to **Brian McNeal** from Vancouver with 45 points.

In the [Senior Sportsman class](#), **Ernie Ferguson** lead from the start with low scores in all three loops taking first place with 32 points. **Mike Hornick** maintained his second place in all three loops to finish second with 52 points. In third place was **Mike Graham** with 55 points. All three were on Vertigo.

In the [Expert class](#), it was a battle between the current Canadian Trials Champion **Sean Bird** on Scorpa from Vancouver and former Canadian Trials Champion **Thomas Corder** on Vertigo but neither came out on top. **Jeremy McChesney** on Vertigo was second after the first two loops but had the lowest score of all in the third loop to give him first place with 16 points. Although **Corder's** third loop score was lower than **Bird's**, it wasn't enough to catch the second place **Bird** who had 17 points. **Corder** ended up in third spot with 18 points. Full results on our website at:- www.vmc.bc.ca



First place expert **Jeremy McChesney** in full flight

Photo by Loren Olson