



THE VICTORIA MOTORCYCLE CLUB NEWSLETTER

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VMC

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Sixty plus years ago and I was still in high school when I joined the VMC. Like many new members I found it a little daunting learning club procedures, events, and the names of the other members, probably around 30–50, but within a couple of years I knew many of them and who the ones were that excelled in the events. This picture was taken at a reunion in 1991 held at a hotel close to Mayfair. Some of them pictured here were before my time so their names elude me, however, here are the ones I knew. Left to right top row - **Bill Smith, Jim Ord, Kieth Dinsdale, Wes Morhart, Joe Brown, Jim Fracy, Jack Batey, Don Richardson, Ernie Hills and Murray Christian.** In the front row left to right - **Ron Tomlinson, Brian Orr, Tom Richardson, Charlie Arnold.** Some of these members have passed and I've purposely left a few out so you'll have to figure out which ones the names belong to.

Fast forward sixty years with the club reaching over 500 members. I am fairly familiar with the procedures of the club but learning all the members names is not daunting, it's downright impossible. I have all the members listed in my email file but that doesn't help. If I see you at Cycle Park or you decide to come to a monthly meeting and I see you but I look like I have a blank look on my face, please excuse me as my mind is no longer a "steel trap." I would be grateful if you introduce yourself but I can't guarantee that I'll remember your name !!

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Pure Madness: 1914 Militaire

Part car and part motorcycle, the Militaire was marketed at traveling gentlemen who owned a large automobile and desired a lighter vehicle to get around economically. By **Hamish Cooper** for **Motorcycle Classics**. All images by **Phil Aynsley**



1914 Militaire

Engine: 68ci (1,114cc) air-cooled IOE inline four, 2-11/16in x 3in bore and stroke, 11-1/2hp

Top speed: 30-40mph (est.)

Carburetion: Single Schebler updraft

Transmission: 3-speed w/reverse, shaft final drive

Electrics: Bosch magneto ignition

Frame/wheelbase: Channel steel frame/65in (1,651mm)

Suspension: Cantilever leaf spring front, adjustable cantilever coil-sprung seat rear

Brakes: 7in (178mm) external/internal contracting/expanding drum rear

Tires: 3in x 28in front and rear

Weight (dry/est.): 770lb (350kg)

Seat height: NA

Fuel capacity: 3gal (11.4ltr)

Motorcycling's history involves so many myths and legends. Militaire, which spans the years 1910 to 1922, is a classic case of both. It is a myth that the Militaire was designed purely to meet America's World War I demand for a battlefield motorcycle. But it created a minor legend by trying (unsuccessfully) to mate the virtues of both two- and four-wheeled transportation.

In the pre-World War I era, there were literally dozens of motorcycle manufacturers in the U.S. But whereas many of them were simply bolting outsourced engines into their own frames, the various incarnations of Militor/Militaire made 80 percent of its product in-house. Quite an achievement.

The radical design was first displayed as a prototype in 1910 and put into production in Cleveland, Ohio, in 1911 with the name Militor. Over the next two decades, it was always marketed with a narrative extolling the fact it was a motorcycle with car-like qualities. The original version ran a single-cylinder, 480cc engine cooled with a fan. The drivetrain was a combination of shafts and chains, with a friction-drive setup at the back of the engine driving a chain and sprocket for the rear wheel. And instead of handlebars, the front forks were turned by a steering wheel!

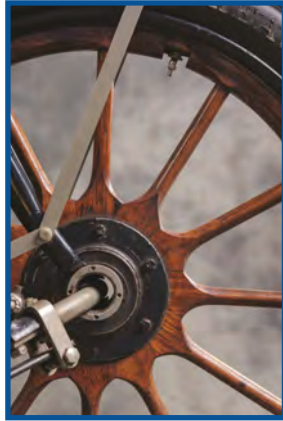
The rider didn't have to put his feet down at intersections because two small so-called "idler wheels" could be lowered by a pedal as the "autocycle" slowed. The effect was similar to today's Piaggio's MP3 scooter. The Militor pre-dated the similar and more commonly found Ner-A-Car by a decade and helped sum up an era that pushed the boundaries of innovation.



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Little is known about charismatic businessman **Norman Sinclair**, who is an integral part of this story. Some credit him with being the brains of the original operation. Others say he came in when the business first went bankrupt. Certainly, he skillfully pulled the strings in a project that would chew through another four investors.

The original design was licensed to The Champion Motor Car Co. in St Louis, Missouri, which sold it for a short time rebadged as a Champion. These were volatile times for the motor industry, and when Champion went bust soon after, Sinclair ended up with the rights and assets, setting up the Militaire Autocycle Co. in Buffalo, New York.



By now the Militaire had been radically redesigned. As well as being renamed the Militaire Autocycle, it was now powered by a car-like, inline, 1,114cc 4-cylinder engine with the crankcase also acting as a stressed member of the frame.

In a time when most motorcycle engines ran a total-loss, drip-feed system, the Militaire had a gear-type oil pump. This pressure-fed oil from the crankcase reservoir to the main bearings, then through a tunnel in the crankshaft to the connecting rods.

The engine employed the then-popular inlet-over-exhaust configuration, sometimes called the “pocket valve” (which predated the flathead design). The intake valves were located in the cylinder head, with exhaust valves in the cylinder block.

The clutch and brakes were foot operated and the gearbox (three speeds forward and a reverse) was controlled by a hand lever in a car-like H-gate shift pattern. Final drive was by shaft and a differential. It didn’t have a “kickstarter,” but rather a “stepstarter,” a pedal at the rear of the running board that activated a set of linkages to the flywheel.

Many historians refer to this motorcycle as having “hub-center steering.” It doesn’t. Steering was by a type of girder fork (with stiffening and leaf springs at the bottom) connected to an articulated steering neck through which the axle ran. The featured 1914 Militaire shows the front fork arrangement, with the girders part of the frame and the wheel pivoting through a curved axle. Company literature always described “a pivoted front axle (patented).”

Another unusual feature was the cantilever seat arrangement, whereby the entire rear subframe is basically a suspension system. Of course, the car-like, channel-steel chassis allied with this innovative approach to suspension had the side effect of creating a very heavy motorcycle. This 1914 model (No. 114) uses acetylene held in a pressurized tank for the lighting, but electric lights were fitted the following year.

Add in the artillery wheels and the complete package weighed over 770 pounds (350kg). However, the overall dimensions were no more excessive than the popular Henderson 4-cylinder motorcycle. The 11-1/2 horsepower engine could propel the Militaire Autocycle to about 30mph, pretty fast for the day.

There was no holding back the confidence of the relaunched Militaire company in 1914, the year of the model featured here, which is on display in the National Motorcycle Museum in New South Wales, Australia. “The Militaire Autocycle is not an experiment,” the sales brochure trumpeted. The brochure listed N.R. Sinclair as president of a company that claimed to have \$250,000 in capital.



“Model after model has been built, weaknesses located and eliminated one at a time until the machine is mechanically perfect,” the brochure continued. “This process has been expensive but the result is a machine which will stand up as well and as long as the highest grade automobile.” It was also claimed that the company was backed by “some of the wealthiest and most conservative businessmen and financiers in New York State.”



The following was taken from Outlaw **Dave Rhodes** blog at the end of July. It seems many clubs are in the same situation and some have either closed down or are in the zone of extinction. Even **Dave** mentions that no one in the South Okanagan Valley wants to organize trials anymore except for a group at Shuswap Lake, even though there were numerous events and a few Nationals organized throughout the years. This article was about the Prince George MX club.

The PGMA has been around for several years, and as many of you know, there have been some amazing people who throughout the years have gone above and beyond to bring racing to Prince George. What some of you might not know is the depth of work that goes into the day-to-day as well as putting on these events that we all look forward to.

I have been an executive of the board going on 5 years now, and it saddens me to see our volunteers dwindle a little more with each passing year. Our board and volunteers, past and present are burned out, and where there is burn out there is a lack of willingness to continue pushing forward to give everyone quality events.

Many of us have gotten to the point where we love the sport but also hate it because we are downright burned out. Fortunately, we keep pushing forward because at the end of the day, nothing beats bringing our motocross community together and seeing all your smiling faces.

To that note, we are extremely blessed with amazing tracks across BC and beyond but running a non-profit organization is proving difficult. A handful of people can neither sustain the organization nor can they put on multiple events. If you would like to see motocross continue to grow in our city, and if you would like to continue being a host city for events then we need your help.

Without volunteers, our club will not survive, and we will not be able to bring anymore events to the Blackwater MX Park. If you would like to get involved please join us at our next meeting

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Congratulations, once again, to member **Trystan Hart** for placing in the Red Bull Romaniacs in Romania in July. **Trystan**, number one in Canada and the US missed a podium finish by one as he placed 4th in this prestigious event. This is the first time a Canadian has placed so high against the world's best and we congratulate him for that - well done **Tystan**. Full results of the event at [Official-OVERALL \(redbullromaniacs.com\)](http://Official-OVERALL (redbullromaniacs.com)) copy and paste into your browser if the link does not work.



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Some of you may have heard about the following reported in the Nanaimo News on July 29th:- submitted by director **Tony Wilson**.

Local ATV riders are celebrating a new relationship agreement which is opening up considerably more land for them to legally ride on.

The deal between Mosaic Forest Management and ATV BC will see all six Island clubs be granted additional access to Mosaic lands on weekends and statutory holidays.

Edwin Peeters, past president with the Mid-Island ATV Club, said it builds on an existing agreement which had been in place for many years and worked well for local riders.

“The new one is about five times the area that we previously had access to, so from a club membership point of view it’s incredible. It’s a huge area.”

Some of you may be wondering why, if the ATV groups can sign and access

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agreement, why can't we. I'm sure there are various reasons as it's not as though we haven't tried. Over the years we've had fairly good relations with various logging companies, in the "old" days the water shed, private land owners, and, not so much the CRD. Insurance can be an issue, the threat of damages to equipment, and the unattached rider. Once the club organizes an event in that area and non-members enter the event, then the trails we use are exposed. That's what attracts those unattached riders and Mosaic doesn't want them in the area at any time. The executive have been working on this for quite some time and we can only hope that an access agreement can be put in place. NOTE:- When we organized events out of Boyd's Pit, we had to pay \$500 for each event—non refundable. We also had to pay a \$500 gate key deposit which was refundable. Sometimes it didn't pay to run the event !!

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The 70's saw a decade and more of VMC members and families camping and riding in the Burnt Bridge area which led to many new trails and many of our events starting from this area. There were several areas to camp such as the Upper and Lower campsite, the horse camp on the other side of the Koksilah River, and down the road at the Boy Scout camp and Kapoor Hill. This all came to an end when they gated the bridge, put rocks across the upper campsite entrance and the boy scout campsite and Kapoor Hill.

Lately a friend sent me this link about a Burnt Bridge Recreational Adventure Park. It seems to be located in the old dry log sort yard between the Renfrew Main and the Haul Road to Kapoor. They have 70 acres and 100 campsites and are offering enduro tours, a 4X4 park, hiking trails and more. Check it out at: <https://bbrap.com/?fbclid=IwAR2cYOrEHilJ-kwYUB-cuVliK7jimNrr91Ogyzs08BAjAe4n> Copy and paste in

your browser. XXXXXXXXXXXX



On August 4th, the top part of the Club property was closed for riding—no riding above the enduro cross track. The southern Vancouver Island fire rating had reached EXTREME. Signage was posted to this effect. The purpose of the closure was to protect our property from any chance of a fire due to motorcycle activities. Any member found riding in this restricted area would receive a one year suspension from property use. This closure would be rescinded when the local and provincial Fire Marshall's announce a relaxing of the fire rating. Any questions were to be forwarded to Director **Brent Donaldson**, 250-532-7644.

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Commonly known as "*Time Wasters*" here's a couple you might find interesting !

15 Awesome Three Wheeled Vehicles

https://www.youtube.com/watch?v=IHW_gzmCXDk

Top 10 Amazing Bike Cars , Velomobiles, and Quadricycles That Will Take You To Another Level

<https://www.youtube.com/watch?v=8znCkm3BpPk>

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The 6th and 7th of August was the first of two weekend work parties organized by member **Dave McCullough**. Here is his report on that first weekend.

Saturday we had 14 people out, most stayed all day , the parking area was the main focus and it got cleared of a lot of broom and low hanging branches, it's looking good there now. New wash station taps were installed and will be much nicer to use. Rocks were kicked off the roadways so that's a bit



New Wash Station

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better too.

Sunday we had about 11 , most stayed all day, the Hillclimb area was the focus in the morning and it looks much better. A couple of dead trees were brought down and cut up in mill lengths. In the afternoon we went up to the Enduro X area and started the cleaning and fluffing up of the course, a few improvements were added. Both days we had a nice burger and dog lunch. Nice warm sunny weather both days.

We're on again next weekend for more people to help out.

The trails are choked with broom so if you ride the property come out and help hack this stuff back or it'll slowly close off the trails one by one. A BBQ lunch will be provided. Thanks, hope to see you there.

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A report from member **Dave McCullough**. We had 14 people out each day on Saturday the 13th and Sunday the 14th. It was warm and sunny all weekend. The ground is very dry. More brush and debris was cleared from around hillclimb area and up top around the Endurocross track. The EX course had some repairs and upgrades done and is now in great shape for this Sunday's event. We have 3 stationary 1000 L water totes around EX track with 2 extras that go in the back of a truck to bring water up from the bottom for replenishment. We've been watering the track with the use of **Ben Hircock's** pump multiple times a day for many days and will continue up to and during event.



It's soaking in nicely and will be prime for the event on this coming Sunday. Maximizing traction and minimizing dust or any fire hazard. The Hillclimb hill is being cleared and restacked and is looking good for the October 2nd event.

A big thank you to all the volunteers that came out these last 2 weekends to help out. The areas worked on are nicely decluttered of that nasty broom and of low hanging branches ,dead trees and fallen debris, and most of the nuggets that are all over the roads. *Dave McCullough.*

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In August, life members **Barb Lohrmann** and **Dan McLaren** met with Premier **John Horgan** to present him with one of the club's VMC—the First 100 Years books. The following is a dedication **Barb** and **Dan** put inside the front cover.

To B.C. Premier **John Horgan**.

Dan and **I** gift this book to you as a thank you for the support you offered as MLA in 2008 when we were participating in updating the CRD Parks 10 Year Plan.

As you probably know, the Victoria Motorcycle Club has had its property in Metchosin for almost 60 years! The VMC was one of many user groups who were consulted by CRD Parks, including: ATV users, 4 x 4 users, equestrian users, mountain bikers (bicycles), hikers and day users. Despite this consultation, CRD Parks resolved to keep mechanized recreation out of the Parks... extreme hikers only (with one specific area identified for mountain bikers).

The book was written by three long-time members of the club, with input from several others, and was published in 2020. We have received a lot of very positive feed-back! For us, it was

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a wonderful opportunity to put the club’s amazing history in writing. The story begins in 1885.....

Access to Vancouver Island’s back country, other than regional parks, by individuals for various forms of recreation continues to be problematic, especially for mechanized users. However, we remain optimistic there will be changes with the recent amalgamation of forestry companies and changes in provincial government regulations.

We also wish you the best in your upcoming retirement. Being a caring and successful politician has taken its toll. May you have many years to enjoy with your family in whatever adventures you seek out.

Yours in good will, **Barb Lohrmann** and **Dan McClaren**.

Editor’s Note:- No matter what you think of Premier Horgan, this was a very generous gift to a Premier that supported the VMC. Thanks **Barb & Dan**.

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WELCOME NEW MEMBERS:- Tyler Blair, Stuart and Jake Eastman, Clyde Jimenez, Trevor McKay, Nick Morrison, Graham Twigg (June)

Spendsir Biffert, Christopher Combiadakis, Chris Duggan, Rob Hayward, Chad Kruper, Emily Mendum, Nick Niedziela, Dave Rogers. (July)

Minutes of the VMC Executive Meeting

Held on August 10, 2022, at Perry Chow’s residence common room

This was the fifth in-person VMC Executive meeting of 2022. With relaxed COVID-19 pandemic restrictions the halted Regular club meetings were restarted March 15, 2020.

In Attendance: President: **Dave Horner** Vice President: **Mark Fisher** Treasurer: **Perry Chow** Secretary: **Peter Grant** Directors: **Brent Donaldson, Dave McCullough, Tony Wilson, Nick Newton** Absent / not able to attend were, **Rick Kool**-Membership Chair, Member **Klaus Kreye** (electrical), and directors **Andy James and Dave Fair**. Long-time director **Jim Hannah** passed away on July 21st, 2021, his chair has not been filled.

Minutes (consolidated):

The meeting was called to order by Vice President **Mark Fisher** at 7:20 PM.

1) Secretary **Grant** read the Minutes from our last Regular Meeting of July 19th, 2022.

Moved to accept as read by **Perry**, seconded by **Brent**.

2) **Perry Chow** - presented his Treasures Report and updates on the Club’s overall financial position.

3) **Dave Horner** - provided an update on his conversation with **Pam Jorgenson** of Mosaic Forest.

- A general conversation ensued with various strategies being presented.
- Mosaic’s press release regarding new access agreement signed with Five island ATV clubs was read aloud.
- **Dave** suggested that our first application be submitted for a Dual Sport (road licensed) event.

- Call for a Dual Sport Committee Chairperson to be made
- Sec. **Grant** to convene a meeting of the full VMC Mosaic Trail Access Committee.

4) **Dave Horner** – upcoming Hill Climb event and preparations. Discussed options for trucking in clean fill and other needs:

- **Dave McCullough** reported that we need 5 to 10 truckloads for this year.
- **Brent** will discuss the Hill Climb attributes with **Roger B** and have a poster prepared for the October 2nd event.



5) Pres. **Horner** – reported on a letter he received from **Michael Traves** (NB Trials Initiative) soliciting donations in support of the 2022 Trails des Nations Team. **Roger B.** also picked up on this via **Dave Rhodes’** trials blog.

- VMC is requested to donate \$1,000 to Canadian Trials des Nations team.

- This more than twice the profit the club earns annually from our club Trials events.

- The VMC Executive will raise this at next week’s Regular Meeting with a recommendation to not donate any dollars unless MCC and CMA come back.

6) **Dave McCullough** – reported on preparations for the upcoming ‘Decent’ Extreme Enduro on Sunday Aug.21st.

- Last weekends 2-day Work Party made the EnduroCross track ready and started to do some general trail grooming and rehabilitation.

- 16 members volunteered on Saturday with 10 in attendance on Sunday.

Dave M provided a list of members, on file. List forwarded to **Len Orrico** for possible tracking of Member involvement and participation.

- Installed upgrades at water station to assist riders to fill CamelBak hydration packs.

- A second 2-day Work Party is scheduled for this coming weekend. **Dave M** will send **Roger** further message to communicate to members.

7) **Brent Donaldson** – reported on last weekends Show & Shine at Cycle Park.

- 40 bikes were present on display at opening with another 30 +/- bikes arriving through the morning. Most bikes had left by 1:00 PM.

- **Perry Chow** erected a sign and donation bucket. Approx \$44 was received which was a top-up donation for Vancouver Island’s Ride to Live charity ride to fight cancer.

8) **Brent Donaldson** – reported on the recently enacted Open Fire Ban and our Riding Ban across all upper portions of Cycle Park.

- No motorized vehicles of any type are allowed beyond the EnduroCross course.

- Three water filled Back-Packs with pump used for fire control are filled and have been hung at locations on the property.

9) **Tony Wilson** – reported on trail rehab activities he has been helping to coordinate for VIDRA at Tansky Riding Area. Includes new bridges constructed using VMC milled lumber.

10) **Mark Fisher** – asked on behalf of **Dave Fair** - is E-Bike use permissible on the upper portion of Cycle Park?

- At this time no riding activities are allowed, FOOT use only anywhere above the EnduroCross track. This will stay in force until reliable solid rains return at the Fire Ban has been cancelled. **Peter** has informed **Dave Fair** to respond to member.

11) **Peter Grant** – reported on behalf of **Dave Fair** of a verbal altercation on holiday Monday, August 1st between an unidentified adult male member and a female member practicing her trails riding skills.

- Club Executive decided to take the following action:

- **Roger B** will publish a photo of the male member in his next member communication with this commentary:

- *“The VMC Executive wishes to reach the adult VMC club member pictured here to get a better understanding what happened last weekend when he was at Cycle Park with his 8-year-old child riding KTM mini-MX bike.*

- *Apparently, another rider was thought to be riding in such a way as to be endangering his son/daughter riding the mini-KTM MX*

- *Would this person please contact club President Dave Horner at 250-920-6555 to give us his side of this story.”*

12) **Peter Grant** reviewed a list of correspondence

- VMC Member Info and Updates; August 1 and 10

- ‘Top Of Club Property Closure’ notice sent out on August 3rd

- Notice of upcoming Rocky Mountain MotoGiro event to be held in BC interior.

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- Reported on Government of BC's 'non-profit and charity recovery and resiliency fund'. VMC is not eligible for this grant as we are a 'member-funded society'.
- Letter received via **Roger B** from new member **Daryl Johnson** who is hoping to connect with other members that also have young children learning to ride. **Daryl** hopes to organize a member event where other parents can share training best practices for the children. **Peter G.** to reach out to **Daryl** and suggest he head up a Little Tykes New Rider training event and ongoing committee.
- Info received via **Roger B** about BBRAP, a new for-profit off-road riding group with property in the Burnt Bridge/Shawnigan Lake region. Selling annual property access memberships starting at \$400.
- Letter received via **Dave Mc**, of a new initiative by BCORMA of a series of training videos they have produced for Off-Road Rider safety and education.

- Available by anyone for viewing here: <https://vimeo.com/729266974>

- **Peter** to send this material to **Roger** for sharing club wide.

13) Perry Chow – on New Membership Application process and **Rick Kool's** position:

- Perry proposed changes to the application process:
 - New Member Prospect acquires an Application Form either from the Website or Committee member;
 - Prospect secures a Sponsor and submits the application with all fees electronically.
 - Prospect attends the next meeting at least 30 minutes early to meet with Membership Committee and introduce him/herself to the membership present and be voted on.
 - If initiation fee and dues are not paid in advance the application will not be considered.
 - If for any reason the prospective new member is not accepted fee's will be fully refunded.
- **Dave Horner** requested that an separate meeting be scheduled in September (after the next Regular Meeting) to include the Executive and current and potential new members of the Membership Committee.
- The only topic discussed being New Membership Application process.
- Sec. **Grant** to send update to all interested parties.

14) Dave Horner – about Member Activity:

- Informed that **Len Orrico** currently tracks Membership Activity for annual Participation Award:
- **Len** should receive all updates and reports of member participation.
- Includes any work party, event Committee participation or other types of involvement in addition to participation in an organized riding event.

15) Peter Grant – reported on **Klaus Kreye's** update on Cycle Park Electrification project:

- **Klaus** met on site again, with **Brent D, Mike Hornick** and **Peter Pardell**
- As advised by **Mike Dunham**, **Klaus** has drafted a letter to send to BCTFA to gain approval of the tree pruning required along the Galloping Goose Trail. Required to allow the power line realignment. **Peter G** provided **Klaus** the OK to send Draft letter to BCTFA.
- **Peter Pardell** Electric has submitted his quote to **Klaus** for provision of electrical equipment required.
- **Mike Hornick** is to provide a quotation for material at cost, which is required to build power distribution shed.
- Other club members may quote for the supply of these items.

16) List of current, annual, recurring and new projects that are on the table for discussion and follow up was reviewed again. This as a basic template used Executive Meetings.

17) Perry Chow – announced that he will be travelling to a Vancouver hospital at an unknown date sometime soon for a kidney transplant.

- He will be away and out of commission for 12 or more weeks.

A call for volunteer interim Treasurer to fill-in for when this happens.

Next Regular Club Meeting;

- Tuesday August 16th, 7:30 at Barnes H-D. - Tuesday September 20th, 7:30 at Barnes H-D.

Next Executive Meeting,

- tentatively Tuesday September 20th, 6:30 at Barnes H-D

Adjourn: The meeting was adjourned at 9:20 PM, moved by **Mark**, second by **Brent**, carried.

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Another win for member **Trystan Hart** at the recent Stand Alone event - the Maze Runner Hard Enduro held in Sundre, Alberta on August 20th. He was 20 minutes ahead of the second rider. Congratulations **Trystan**.

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**Victoria Motorcycle Club
Minutes of the Regular Meeting - Held on August 16, 2022,
upstairs at Barnes Harley-Davidson Victoria**

With 17 Voting Members present and zero New Member Applicants in Attendance:

In Attendance: President: **Dave Horner** Vice President: **Mark Fisher** Treasurer: **Perry Chow** Secretary: **Peter Grant** Directors: **Brent Donaldson, Dave McCullough**, Absent were: Past Pres **Dan McLaren** and directors **Andy James, Nick Newton, Dave Fair, Tony Wilson** and Membership Chair **Rick Kool**.

Welcome: The meeting was called to order by the President, **Dave Horner**, at 7:30 PM. This is the sixth Regular Meeting to be held since February 2020, due to Covid19 Pandemic restrictions.

The minutes of the previous Regular Meeting held July19, 2022, were read by Sec. **Grant**.

Chad Kruper moved the minutes be adopted as read, seconded by **Dave McCullough**, carried.

The minutes of the previous Executive Meeting held Aug.10th were NOT read by Sec. **Grant** due to a brain cramp.

Business arising from the Minutes

1) Dave Horner; update given on discussions with **Pam Jorgenson** of Mosaic Forest:

- If approval received for Dual-Sport of off-road riding use must be on existing roads and trails only. No NEW trails to be cut.
- Need a Committee Chair to organize a Dual-Sport event in Fall 2022. **Dave** will work with the new Chair (if any) step-by-step.

2) Dave Horner; Shelter/Clubhouse reconstruction:

- No update as member **Mike Hornick** was not in attendance.

3) Dave Horner called on **Klaus Kreye**; BC Hydro Electrification Project:

- Application to BC TFA for tree trimming to allow re-alignment has been submitted.
- BC Hydro staff will support this revised installation.

4) Dave Horner called on **Perry Chow** on revisions to New Member Application Process

- **Perry** provided his ideas of how to make this process run smoother.
 - o Drop the Two Meeting requirement.
 - o Member to complete and submit application and payment electronically and attend the following meeting for introduction and vote.
 - o Member to secure their sponsor by visiting club property or a prior meeting or other means.
- This matter to be taken to a meeting of all members interested in supporting the Membership Committee in September. Sec. **Grant** will coordinate a meeting date following Pres. Horner's return from vacation mid-September.
- Sec. **Grant** reviewed suggestion made by member Tom Hudock - about surveying the membership for feedback of what different visions and values people see in being a member prior to proceeding to update the website along with streamlined annual dues renewal process and new member applications.
- **Klaus** suggested that we should survey the entire membership not a cross-section. Agreed.
- New member **Jay Krieger** raised an issue experienced with our website. He noted it is very difficult to locate materials. Sec **Grant** to send **Jay** a copy of the club's Bylaws and Rule Book.

5) Tres. Chow presented the Treasure's Report

- Moved to accept by **Harold 'Turk' Perepalkin**, seconded by **Roger Boothroyd**, carried.

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Committee Reports:

6) Brent Donaldson reported on the Show & Shine held July 24th at Cycle Park.

- 30+/- bikes on display with about another 20-30 people dropping in to have a look.
- **Perry** had placed a bucket and sign soliciting donations by the gate. \$40+ was raised for the Vancouver Island Ride For Life charity ride fundraiser.

Member **Stu Eastman** operated a modest concession. No profit was raised.

7) Brent Donaldson reported that the poster for the October 2nd Hill Climb has been created.

- PDF copy is available by email from **Brent** or **Roger** and at monthly meetings.
- Members are encouraged to post these at work, local pubs and other spots where it will be seen.

8) Dave McCullough reported on preparations for the Decent EnduroCross scheduled for Aug. 21st

- Two x Two-Day work parties have been scheduled.
- Hill climb and EnduroX courses have been brought into shape, Parking Lot and other areas have been trimmed and much wild broom cut.
- Some trails had basic rehab work started.
- Two large Water Tanks have been installed near the EnduroCross track to use for track watering and emergency.

9) Reported on behalf of Tony Wilson; preparations for The Grind Enduro scheduled for September 24th and 25th are proceeding as planned.

New Business:

10) Pres. Horner on a \$5.00 increase in Annual Dues as previously approved.

Approved that Membership Dues for 2023 will be:

- **Active (adult) member \$95 - Senior member \$45 - Junior member \$25**
- No discussion regarding an increase in new member initiation fee was held.

11) Pres. Horner read a letter on fundraising for Canada's 2022 Trials de Nations team.

- A GoFundMe page has been started, hoping to raise \$23,000 to field a team for this international world event.
- VMC members that wish to support Team Canada may donate here:

Trial des Nations (TdN) Team Canada fund raiser here, a GoFundMe account.

<https://www.gofundme.com/f/trial-des-nations-tdn-team-canada-fund-raiser>

12) VMC's Newsletter Editor and Communications Director Roger Boothroyd reported he is having issues with certain undeliverable email addresses that are bouncing back.

If any members are not receiving emails on club's Current Events or emails with Newsletter Notice they should send **Roger** an email with their new / current email address both here **rkboots965@gmail.com** and here

vicmotorcycleclub@gmail.com

- Members are reminded to add this address **vicmotorcycleclub@gmail.com** to your Allowed mailers, this is not Junk.

13) Brent Donaldson reported that he continues to receive Noise Complaints from neighbouring landowners.

- Most recently he had to attend and ask a member with child to stop racing around the lower parking lot on a loud KX80 MX race bike.

○ All members are reminded that the lower parking lot is for transiting to trails only, it is a parking lot and not a riding area. No racing allowed.

○ Other Cycle Park Notes:

- No riding is allowed before 9:00 AM and within an hour of Sunset.
- Only *New Rider / Little Tykes* on quiet bikes are permitted to ride inside the grassy area in the centre ring in the parking area.
- Larger Youth are encouraged practice their skills and ride in the area around and behind where the old clubhouse was.
- Older Youths, Teens and all Adults should transit from the parking area to the bottom of Hill climb and Enduro-Cross track (and beyond).

Continued Page 12

- When Fire Ban has been lifted, members are requested to ride the property above and behind the EX track.
- No riding on the Hill Climb course or Table-Top at bottom.
- All bikes must have **effective mufflers** when ridden at Cycle Park
- Helmets are to be worn at **ALL times by ALL riders.**

14) Dave McCullough inquired for someone from away (unnamed) who had asked about offering an Enduro Riding Clinic at Cycle Park and what were the requirements:

○ The basics are:

- *Must provide proof of a liability insurance coverage at least equal to the club's coverage.*
- *All instructors must be a member or join the VMC.*
- *Must provide a monetary donation or portion of the fee's they charge to the VMC.*
- *(In general, this is the **Sam King** / Ride The Vibe Riding School model.)*

15) Ashley Goodwin inquired about Junior riding schools.

- Sec. **Grant** to put her in touch with **Daryl Johnson.**

16) Upcoming Events:

- The 'Decent' EnduroCross on August 21st. Contact **Dave McCullough.**
- The Grind Enduro on September 24th & 25th. Contact **Tony Wilson.**
- Hill Climb on Oct 2nd. Contact **Dave McCullough** or **Brent Donaldson.**

Two fall Trials events; Contact **Dave Fair:**

- Lohrmann Trial on Oct. 23rd
- Joe Brown/Major Trial on Nov 27th
- maybe another trial, date tbc organized by **Chris Duggan** tbc.
- Century Run Road Ride, Aug 28th has no Committee as **Rob Becroft** is N/A.
- Other events are on the VMC's annual schedule for which no members have stepped forward to chair the event committees. Includes Field Meet, Road Rides, Enduro and Dual Sport.

These events will not run unless members put the effort in to organize them. See Event schedule here:

- <https://www.vmc.bc.ca/images/stories/events/vmc%20calendar.pdf> and contact **Roger** or any Executive member.

Adjourn

On a motion by **Brent Donaldson**, seconded by **Jay Krieger** the meeting was adjourned at 8:25 PM.

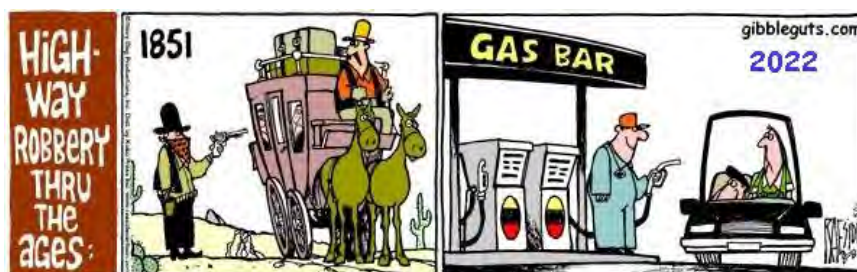
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MOTO KOOKS FUNDRAISER - by Peter Pardell

Our team did great ! We won the fund raiser with large margins getting close to \$20K. I am humbled by the support we have seen from friends and business partners to help this great cause—the Children's Health Foundation of Vancouver Island - <https://islandkidsfirst.com/> . Shoutout to **Jamie Hubic** who has been mentoring me in the fundraising game. You got to learn from the pros! I believe the team got 11th as far as finished laps. Once I have a final dollar value that we raised I will send out an email with how we did, and how the whole event did as a group.

The speed was very fast, and our team had great lap times but came up shy against the pros that entered. All in all I was proud of what the team as a whole did. *Pater Pardell.*

Editor's Note:- Unfortunately **Peter** was unable to participate in the race as he had contacted Covid. We wish him a speedy recovery and thank him and his team for their fundraising efforts.



A DECENT ENDURO X - by Dave McCullough

On Sunday August 21st we held the first stand alone Endurocross event at the track at the VMC property. It was a beautiful sunny 25 degree day with a light breeze. Under the cover of the forest this made for warm but comfortable event conditions.

The track was worked on for a few days prior to the event to fix what needed fixing and to do any upgrades that were needed.

We acquired many 1000L water totes that were placed around the track and we were watering everything for days before and during the event which virtually eliminated any dust problem as well as kept everything safe from a potential fire perspective.

We had many volunteers step up from inside and outside the club to make this event a big success.

Without their help it wouldn't have happened .

Thank you to the **Metchosin Volunteer fire Department** and to **Brent and Gloria** for being there for us. And a huge thank you to the **Lap Counter** people that stepped up , an event such as this wouldn't run without this sort of help. And to **Team Decent** for all the work on and off the track before during and after the event.

Volunteers were: **Gord Westerhoud, Bruce Taylor, Kevin Marshal, Quinn McCullough, Tony Wilson, Chris Lichty, Leon Tulevski, Todd Polansky, Peter Smither, Martin MacLulich, Jeff Goodwin, Ashley Goodwin, Lindsay Oien, Andy James, Nich Chandler, Ronda Libbus, Simon Ritchie, Craig Poulan, Jesse Scott, Daren Reeves , Ben Hircock and Myself.** 22 In all, If I've missed you please let me know so I can add you to the list of appreciated event volunteers.

The Class podiums were: **Trial's**: 1st **Jesse Scott** , 2nd **Graham Turner** , 3rd **Tom Hutchinson** **Women**: 1st **Lindsay Oien** , 2nd **Jennelle Ward** , 3rd **Ashley Goodwin** **B class**: 1st **Jeff Goodwin** , 2nd **Tony Wilson** , 3rd **Leon Tulevsk** **A class**: 1st **Quinn McCullough** , 2nd **Bradyn Libbus** , 3rd **Braydon Taylor** **Shootout champ** was **Graham Turner** .



Bradyn Libbus in the Air.
Photos from Dove McCullough

Trial's did 3 lap heat and 2 x 4 lap mains. **Women** did 2 lap heat with 2 x 3 lap mains
B class did 4 lap heat with 2 x 6 lap mains. **A class** did 4 lap heat with one 8 lap and one 6 lap main
Shootout was a 2 lap sprint with staggered start.

We had a kids race during the intermission and lunch break , they had fun zooming around the course, it was fun to watch. There was enough riding to tire out even the most fit, nobody felt the need to ride any more. Everyone got their money's worth. If you think it's easy , try it , there's 10 KM loop worth of obstacles in a 1:20 second lap , there's no time to rest at all , very tough to do multiple laps. I'm very impressed with all that participated, very impressive riding by everyone.

We had the BBQ set up to feed all the volunteers with burgers and dogs , and sold some to other spectators and riders as well .

We had multiple sponsors step up to give gifts and prizes and \$ support, these include: **HCC, Tuff City Nanaimo, VI Honda, Big Wheel Burger, Darcy's Pub, and Klim apparel.**

A big thank you to all of our sponsors. Support those who support our sport.. Overall we had 33 riders and approximately 60 spectators , It was a well attended event at nearly 100 total. Thank you and hope to see you and more of your friends next year.

And the track will be upgraded to be even more challenging , because you desire it.

Thank you from: **David McCullough , Lindsay Oien** , -Event Organizers



Quinn McCullough - A Class #1

VMC Cycle Park - Guidelines for Use:

General Notes for All Riders:

This is a guide for members and guests riding at Cycle Park. Remember, be respectful of other members, guests and our neighbours. The use of profanity and “road rage” will not be tolerated. Smoking allowed only in the parking area and please make sure the butt is out. It’s our property, so let’s help keep it safe and clean.

- Riding is allowed beginning at 9:00 AM and must cease an hour before Sunset.
 - All members are reminded that the lower parking lot is for transiting to trails only, it is a parking lot and not a riding area.
 - That means No Riding around the Ring-Road other than in First Gear. No exceptions, it is not a flat track, No racing allowed.
 - When Fire Ban has been lifted, members are requested to ride the property principally above and beyond the EnduroCross track.
 - No riding on the Hill Climb course or Table-Top at bottom.
 - All bikes must have **effective mufflers** when ridden at Cycle Park. Respect that we have neighboring residences.
 - If a member has to be cautioned about riding a loud bike they will be asked to park that bike.
 - Members are reminded to keep dogs under control and members to pick-up all deposits.
 - Helmets are to be worn at **ALL times by ALL riders.**
- Gate is to be closed and locked by all members when entering and leaving the parking area.**

Notes about Guest use:

- Members are encouraged to bring a guest to experience Cycle Park BUT with limits.
 - A “Release and Indemnity Agreement” liability waiver form must be signed by the guest whether attending for an event or recreational riding.
 - If under 19 years of age the rider’s Parent or Legal Guardian must sign.
 - Waiver forms (both Under/19 and 19+) are available on-line here: <https://vmc.bc.ca/images/stories/vmc%20release%20form.pdf> or at MotoTrials West counter.
 - Deposit signed waiver forms at MotoTrials West with **Dave Fair**.
 - It is the responsibility of the Member to ensure their guest signs the waiver form and rides responsibly and safely.
- If a Guest wishes to return to ride at Cycle Park they should apply to join and become a member.

Notes for Parents and Youth/Junior members:

- Parents are reminded to keep young children in sight while riding and exercise proper control.
- Only *New Rider / Little Tykes* on quiet mini-bikes are permitted to ride in the grassy area in the centre-ring of the parking area.
- More experienced Youth members are encouraged to practice skills and ride in the area around and behind where the old clubhouse was.
- Older Youths, Teens and all Adults should transit from the parking area to the bottom of Hill climb and EnduroCross track and beyond.



LAST MINUTE NOTICE:- Member **Sam King** has been chosen to replace the injured **Sean Bird** at the 2022 Trials Des Nations on September 17–19th - Congratulations **Sam**.