



THE VICTORIA MOTORCYCLE CLUB NEWSLETTER VOLUME 2022-7 - OCTOBER 2022 -129



EDITORS MESSAGE—BY Roger Boothroyd
vicmotorcycleclub@gmail.com

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

The year - 2012 and two Victoria Motorcycle Club members preparing to ride the club's Canada Day Dual Sport are speaking with one of the organizers—Len Orrico. Dave Brown (left) and George Apted (right) are receiving the route sheet necessary for completing the event. The Dual Sport was the only one run that year along with three road rides, three cross country events, four trials, a PNTA Trial and a two day National Trial. Two Hundred and twenty one members were in the club this year so the apathy was certainly evident when that many members could only result in thirteen events being run.

Compare that to a 1980's calendar when there were 31 events listed and, I'm guessing, most were

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organized and run. There was 143 members in 1984 and many were active in organizing events with the Shepherd/Bean events (cross country and road rides) ranking in the most popular.

Fast forward to 2022 and over 500 members in the club and, so far, this year we've managed to have seven events and that includes a Show 'n' Shine and the May Day Parade.

It's a bit disheartening to see some of the old classic events fade away and sad for some of the newer members who have never had the chance to compete in them. A BIG thanks to those that step up to organize them but we need more of you.



Rob's Portuguese/Spanish/Moroccan Tour - by Rob Beecroft



All Photos by Rob Beecroft

The tour starts on Sept 2nd. My wife **Katherine**, daughters **Kasandra** and **Kendra** are with me in Portugal. We've spent the last 3 days visiting the tourist sites and exploring the city. It's a nice place with lots of interesting things to see. They fly back to Glasgow today and I'm by myself getting ready to start the tour. I'm riding a **BMW F-850 GS** adventure bike. Looking forward to riding again. I've been off the bike for 5 weeks now.

It was nice to have a family gathering, which was the first in 3 years. I am the only Canadian on the PSM tour. I will be heavily outnumbered by Australians, of the 20 in the group (17 and 3 crew) - 16 are Australian. Then we have 1 Canadian (me) 1 American, **Fiz** from Spain & **Antonio** - support driver (Portugal). At least they all speak English. I'll send you the GPS track for my trip once the tour starts. Bye for now.

The Portugal, Spain and Morocco (PSM) bike tour officially started today - **Sept 1st**. We had a group meeting to meet the other riders. Then we went to the **BMW** bike rental company to pick up our bikes and ride back to the hotel. There are 12 bikes with paying customers and one ride leader bike. There is one woman riding a bike. 6 women are riding with their husbands/partners. There are 2 support

vehicles, one for packing the luggage and one picking up bikes if one breaks down or is involved in an accident.

Here is the itinerary for tomorrow's ride (**day 2**). It's a copy of our daily route, provided by the Tour company, **Compass Expeditions**. Leaving Lisbon, we ride due south getting occasional glimpses of the Atlantic Ocean. We pass through the beautiful Parque Natural do Sudoeste Alentejano e Costa, a landscape of lush greenery and towering Atlantic cliffs. We reach the renowned Algarve and overnight at the remote wild fishing village of Sagres that stands on a cliff high above the Atlantic. Included meals: Breakfast, lunch and dinner Ride distance: 270km / 170mi **DESTINATION INFORMATION** - Sagres is located in the renowned Algarve, on the very edge of Europe at its most South-Westerly point of Cabo Sao Vicente. Sagres was known the world over as the 15th century home of **Prince Henry the Navigator** who founded a "School of Navigation". Names such as **Vasco de Gama** and **Fernao de Magellan** were all trained here, obviously good students. **Prince Henry's** remaining legacy is the impressive Fortaleza.

At this point **Robert Beecroft** shared their location at the MapShare website: <https://share.garmin.com/RobertBeecroft>

Day 3

It's a short ride today as we leave the coastline and ride inland and over the beautiful Serra de Monchique, via a wonderful road that twists and turns to the village of Monchique, with its narrow cobblestone streets and plaza de armas. The afternoon is spent riding

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Rob's Portuguese/Spanish/Moroccan Tour Continued

the back roads of the beautiful Algarve through remote villages high in the mountains. We eventually arrive at one of the Algarve's most stunning villages of Tavira, with castle ruins and Roman bridges amongst its historical highlights. Along the banks of the Gilão River are grand 18th - century mansions, while in the cobblestone backstreets and little plazas are traditional tiled or painted houses.

Included meals: Breakfast and lunch Ride distance: 215km / 134mi **DESTINATION INFORMATION** - Standing on the banks of the Rio Gilão, Tavira is known as the Venice of the Algarve.

Originally an important Moorish city from the 10th Century, then a major port in the 14th century. Tavira was completely rebuilt after the devastating 1755 earthquake that virtually wiped out Lisbon and the settlements to the south along the coastline. This extensive and varied history is reflected in the a mazing collection of churches, ancient monasteries and the ruins of the Moorish castle.

Day 4



We are staying in a hotel building that was made before Columbus discovered America (1492). It was a bit hotter today, 33C. I got separated from the group today, which caused some anxiety. We don't have a GPS with the route in it. We use a "cornerman" system, where a bike stops to indicate a corner to turn. I was the last person and got to a turn circle with a bike parked at 4 exits. All were BMW's, like we are riding. Hard to believe. Anyways, I took the wrong corner. When I didn't see any bikes ahead of me on a long straight stretch, I turned around and went back to the turn circle. Fortunately, the van carrying our gear was just going by, so I followed it to the lunch stop.

Hopefully, that was my drama for the trip.

Today's route info: A bigger riding day today as we cross into Spain, entering the region of Andalucía, one of the most exotic and colourful regions of Spain. We ride amongst the farmlands that border the Rio Guadalquivir, skirting Seville as we ascend into the mountains and overnight at a wonderful hacienda near the stunning Arcos de la Frontera. Included meals: Breakfast, lunch and dinner.

Ride distance: 400km /250mi clocks go forward one hour as you head into Spain **DESTINATION INFORMATION** One of Andalucía's most imposing pueblos blancos (white villages), Arcos stands atop a rocky limestone ridge, its whitewashed houses and stone castle walls balancing on the edge of a sheer cliff face that plunges down to the Rio Guadalete below. Declared a national historic-artistic monument in 1962 in recognition of its exceptional architecture and impressive location, the old town is a tangled labyrinth of cobbled streets that lead up to a sandstone castle, the Castillo de los Arcos. As you'd expect from such a spectacular vantage point, there are exhilarating views over the town and the rolling plain below. Useful phrases in Spanish (and understood in Portugal)

Day 5

We are in Tangier, Morocco, now. The turn circles are crazy, double lanes around, but you can also go straight across. Total mayhem. The aggressive drivers don't let anyone in. Nerve racking to get across. Once we get in the country it will be less stressful. **Tomorrow's rout Info:-**

It's an early morning ride to Tarifa where we catch a ferry, cross the Straits of Gibraltar,

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Rob's Portuguese/Spanish/Moroccan Tour Continued

and enter Morocco. Entering this Northern African country is a world apart from what we have just experienced. We ride out of the port city of Tangiers and into the rugged Rif Mountains on our way to Chefchaouen. Chefchaouen is spectacularly located beneath the peaks of the Rif Mountains and is one of the most striking towns in Morocco. Its narrow alleyways are lined with blue painted buildings and red tiled roofs. We spend a night here allowing us to soak up the Moroccan atmosphere. Included meals: Breakfast, lunch and dinner Ride distance: 240km / 150mi Shopping in Morocco clocks go back one hour as you enter Morocco Riding in Morocco **BEWARE OF SPEEDING** - it is highly dangerous as the roads are narrow and can be filled with many obstacles (goats, pedestrians, potholes, etc...)

DESTINATION INFORMATION This Berber city, located in the Rif Mountains, was founded in 1471 with the construction of its walled Kasbah and fortress (for defence against the Portuguese). Many Jews settled in medieval times, and the Spanish conquered it in the early 20th century, giving it a Spanish inflection that remains today, although it's more Moroccan influenced now than Spanish. Chefchaouen is small, but unlike Fes and Marrakesh it's relaxed and you can walk around virtually unnoticed. A must do is to wander the small laneways and alleys of the old town, lined with buildings, all of which are painted blue, hence its title "the Blue City". Pause for a drink at the Plaza Uta el-Hammam and enjoy your first night in Morocco.

All Photos by Rob Beecroft



Day 6

We have a non riding day tomorrow. Compass has hired a guide to take us around the city. It's a walking tour. Hopefully, my foot doesn't get sore.



Today's ride info:

Perhaps no other Moroccan city is more evocative than Fez. Crossing the rolling plains under the Central Atlas Mountains we arrive at the magnificent 1200 year-old Fez-el-Bali, as it is known locally. Two nights are spent here, allowing us time to explore this fascinating city. Included meals: Breakfast and dinner.

Ride distance: 215km / 134mi **DESTINATION INFORMATION**

Fez is the oldest of Morocco's Imperial cities, founded in 789 by Idriss, who fled Baghdad, he led local Berbers into battle and conquered the region and established what we have come to know as Morocco. In the mid 12th Century Fez had become known as an intellectual centre and the "Athens of Africa" that was filled with madrassa's, monuments and medinas. Out with the old and in with the new, the Ottomans conquered Fez and moved the capital, which Fez was at the time, to Marrakesh. Not happy about the move during the 18th century Moulay Abdallah moved the capital back to Fez but then the French became involved and moved the capital to Rabat. Under French rule a new city was built around Fez and the old town that was the medina known as Fez El Bali fell into disrepair, however the medina of old is back in all its glory, UNESCO listed, with a staggering 80,000 shops crammed within the medina walls - this is one place where a guide is an absolute must!

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Rob's Portuguese/Spanish/Moroccan Tour Continued

Day 7

Today we have a knowledgeable city guide take us on a fantastic tour deep into the labyrinth of the "Medina" - a maelstrom of over 9000 narrow alleyways crammed with craftsmen, tanneries, cafes, shops, donkeys hauling carts loaded with goods.

Medina was amazing. Over 100,000 people live in this area. There are over 30,000 shops. Everything you can imagine is sold there. There are schools and a hospital. The streets are very small, which range in width size of 3 - 8 feet wide. Obviously, it's a car free zone, so donkeys and mules are used to transport goods. It's cool inside and out of the sunshine. It's a walled city built more than a thousand years ago. It was one of the first cities to have running water. The one picture with all the tanks is a tannery, where leather is prepared. It smelled very bad and we were given mint leaves to put by our noses. However, the leather work was beautifully done. It was an interesting place to visit. I'm glad that we had a knowledgeable guide.



All Photos by Rob Beecroft

Day 8

Riding south we cross the Middle Atlas Mountains, a landscape of forests, peaks and valleys populated by shepherds tending their flocks. We may see the Barbary Ape en-route. Today's ride is a little reminiscent of Mongolia with its broad valleys and wild landscapes. We overnight in the market town of Midelt. Included meals: Breakfast, lunch and dinner. Ride distance: 205km / 130mi **DESTINATION INFORMATION** Located between the Middle Atlas and the High Atlas Mountain ranges, Midelt serves as the commercial center of a large agricultural hinterland. It is also one of Morocco's principal cities for the mining of several minerals. The city grew in the first half of the 20th century around a French administrative post by the same name. Previously, villages and ksour had dotted the fertile surroundings. The French established their post to facilitate the mining of lead, gypsum, other minerals, and fossils in the nearby Ahouli and Mibladen mines and elsewhere. The development of these mines led to the construction of a railroad from Midelt to the Mediterranean coast and the electrification of Midelt in 1930. In Morocco, only Casablanca received electricity earlier. After Moroccan independence in 1956, control reverted to the Moroccan government. Midelt is currently the provincial capital of Midelt Province.

Not many pictures today. Where we stopped for lunch there were 4 Barbary monkeys. They came up and put their hands out for food, so are used to people. They also drank out of a water bottle.



Day 9

It's a beautiful ride today south through a landscape of Kasbahs (adobe fortresses) and valleys full of date palms surrounded by rugged mountains. We get to within 20km of the Algerian border at Erg Chebbi, a breathtaking landscape of towering orange sand dunes on the edge of the mighty Sahara. We will take a camel ride into the desert to watch the sun set over the Sahara before arriving at our 5 - star accommodation deep within the sand dunes. A memorable night in the Sahara! Included meals: Breakfast, lunch and

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Rob's Portuguese/Spanish/Moroccan Tour Continued

dinner Ride distance: 270km / 170mi **DESTINATION**

INFORMATION Located on the edge of the starkly beautiful Sahara Desert, not far from the Algerian border, Merzouga is a small, dusty town in eastern Morocco that is famous as the gateway to the vast Erg Chebbi dunes. Here, towering peaks of sand change colour with the shifting light of dawn and dusk. But don't worry you don't need to trek up the sand dunes as we dump our bikes and climb aboard a camel and ride out to our isolated desert camp located in between the dunes.



Isolated Desert Camp !

All Photos by Rob Beecroft

Day 10



Back on our bikes we ride the stunning "Route of 1000 Kasbahs", a historic route littered with ancient Kasbah's and palm filled oases on our way to the extraordinary Todra Gorge where we spend the night. We arrive just after lunch allowing us time to ride through the amazing Todra Gorge and further into this stark, barren and beautiful landscape. Included meals: Breakfast, lunch and dinner. Ride distance: 210km / 131mi **DESTINATION INFORMATION** - In the eastern part of the High Atlas Mountains of Morocco, the Todra and the Dades Rivers have carved out a narrow

canyon known as Todra Gorge. The gorge is most spectacular where the canyon walls close in to within 10m / 33ft from each other, while the sheer rock walls rise up to 160m / 525ft on each side. At the bottom of the gorge flows an ice-cold river, which at one point of time carried great quantities of water, which is apparent from the size of the canyon that was carved out of the rocks. The river has since dried up and reduced to a tiny stream.

After riding on the camel for one hour my groin muscles were so sore that I could barely walk. Definitely, not Lawrence of Arabia. I definitely don't want to ride a camel again. Walking in soft sand caused the camel to rock me from side to side. I had to clamp my legs around it so I wouldn't fall off. After one hour of riding my groin muscles were aching. Even 2 days later they hurt. It was very hot, 43C out on the desert. I sweated all night long. There was a thunder and lightning storm with heavy rain for many hours overnight. We had to close all the windows in the tent to prevent sand blowing in. It was an experience to say the least.



Ahmed "aka" Rob.

Day 11

Today's trip info: We turn north now and ride into the High Atlas Mountains, land of the Berbers, via the amazing Tizi n' Tichka pass. En-route we will visit the Ait Ben Haddou; a magnificent Kasbah used in many a movie such as Gladiators and Game of Thrones. We arrive into the exotic and alluring Marrakech late afternoon and have two nights here allowing us time to explore this mighty city. Included meals: Breakfast, lunch and dinner. Ride distance: 390km / 243mi **DESTINATION INFORMATION** - The mere name of Marrakech conjures up images of bustling squares full of snake charmers,



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Rob's Portuguese/Spanish/Moroccan Tour Continued

jugglers, hawkers and story tellers. The amazing Djemma el Fna (central square), transforms at night into a mighty outdoor restaurant with a plethora of performers and hawkers. One of four Moroccan imperial cities Marrakech dates back nearly a thousand years. In the course of its history, Marrakesh achieved periods of great splendour, interrupted by repeated political struggles, military disorders, famine, plagues and a couple of conquests. Much of it was rebuilt in the 19th century. It was conquered by French troops in 1912 and became part of the French protectorate of Morocco. It remained part of the Kingdom of Morocco after independence in 1956. The Kasbah fort was built in the 11th century. It was used for the set of numerous movies, plus the Games of Thrones. We have a non-riding day tomorrow, so will be able to explore Marrakesh.



All Photos by Rob Beecroft

Day 12



Today we have the opportunity to explore the fascinating city of Marrakech. A city guide is included as we visit the medina with the incredible Djemaa el Fna, especially amazing at dusk when it explodes into life with pop - up food stalls, countless street performers, snake charmers and an endless variety of entertainment, it has to be seen to be believed.

Some pictures from yesterday. A large market place near our hotel. We went there on horse

drawn carriages. More comfortable than camels. Pictures of restaurant, inside and outside.

This is the 3rd oldest mosque in Morocco. This one was built in 1062. It can hold 20,000 people inside. Women enter on one side of the building and men on the other side. By law, it's the tallest building in the city, so that everyone can see the prayer time flag on the top of the minaret.



Day 13

Departing Marrakesh, we ride north via an amazing set of twisties up through



the Western High Atlas National Park en-route to our overnight stop at Beni Mellal. This city is surrounded by olive and pomegranate fields and boasts a beautiful park and the El Kasbah Ain Asserdoun Beni Mellal that overlooks the city. The riding today is spectacular as we descend from the Atlas Mountains to Beni Mellal. Included meals: Breakfast and lunch Ride distance: 240km / 150mi **DESTINATION INFORMATION** – The city of Beni Mellal was first called Ismali back in 1688, since Moulay Ismail, the second ruler of the Moroccan Alaouite Dynasty, built the fortresses of Tadla. The ruler also constructed the well known Kasba Ras el Ain of this area, which overlooks the whole city along with the agricultural surroundings. It is made from stone and is close to the spring of Ain Asserdoun. The Kasbah was believed to have been built in order to

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Rob's Portuguese/Spanish/Moroccan Tour Continued

protect this spring and to protect the surrounding area. The spring of Ain Asserdoun is a Berber name meaning 'the source of the mule' or 'the eye of the mule'. In the area of Soumaa a zaouia exists dated back to the 16th century, which is still used for religious purposes. It was the meeting of these two cities, Tadla and Soumaa, which formed the Berber name Beni Mellal which translated means 'children of the white'.

Day 14

An early start today as we ride north via some amazing back roads amongst the mountains, some of these roads rarely see visitors and the locals excitedly wave as we pass by. We arrive late afternoon in the UNESCO listed imperial city of Meknes. Meknes features winding narrow streets, a classic medina and grand buildings that hail back to its time as the capital of Morocco. The Bab el-Mansour is the impressive gateway to the city and the finest in all of North Africa. Included meals: Breakfast and lunch Ride distance: 300km / 190mi **DESTINATION INFORMATION** – Another of Morocco's imperial cities, Meknes is all but dead compared to Fes and Marrakech, yet it has a wonderful medina and superb Moorish architecture to match its two far more famous competitors, but FAR less tourists. Nearby Volubilis is an amazing set of ruins of the outer extremities of what was the Roman Empire.



Day 15

Leaving Meknes, it's only a short ride until we reach the best-preserved Roman ruins in all of Morocco, at Volubilis. A guide is included to bring to life this amazing series of Roman ruins set in a field outside of Meknes. Riding north we reach the shores of the Atlantic at Asilah, a beautiful seaside village with a collection of white and blue painted buildings atop a rampart that edges to the ocean below. It's a big day sightseeing and experiencing the many shades of Morocco. Included meals: Breakfast, lunch and dinner Ride distance: 240km / 150mi **DESTINATION INFORMATION** – Founded by the Phoenicians in 1500 B.C.



All Photos by Rob Beecroft

then conquered by the Carthaginians, the Romans finally took over Asilah until it was conquered again by the Arabs in 712, giving rise to a golden age of prosperity brought about by its position in the north of Morocco which made it a strategic point for Spanish, Arab and Portuguese merchants. The Saharan gold fever led Portugal to take the city in 1471, to abandon it almost a century later. During this rule, the Portuguese raised walls that fortified Asilah which have now become one of its major tourist attractions. After several attempts at reconquest, Spain appropriated the area after its alliances with Portugal, and made it part of the Spanish Protectorate until 1956, despite constant assaults from various Moroccan dynasties over the years. The wonderful fortified seaside town of Asilah has amazing views of the Atlantic from the fortress which stands above the ocean. Inside the fortress walls are many cobblestone streets, cafes and shops. Tomorrow is a non riding day. We are going to see the sites in Ronda.

Day 16

Departing Morocco, we cross the Straits of Gibraltar again back into Spain and the Andalucía region. We leave our bikes at La Linea before walking across into Gibraltar for a 2-hour tour and some great English grub of fish and chips, all a little strange here on the southern tip of Spain!! The ride continues on through the renowned Costa del Sol before turning north for 45km of superb twisties to one of the highlights of Spain, Ronda.

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Rob's Portuguese/Spanish/Moroccan Tour Continued

Ronda is an amazing city perched on top of El Tajo Gorge. Included meals: Breakfast, lunch and dinner
Ride distance: 200km / 125mi - clocks go forward one hour as you enter Spain **DESTINATION**

INFORMATION:- A brief history: the Moors dominated Gibraltar for seven centuries. Spain then controlled Gibraltar from 1462 until the early 1700s. Anglo - Dutch forces then captured the territory in 1704 during the War of Spanish Succession, and the 1713 Treaty of Utrecht ceded it permanently to Britain. Spain tried and failed to recapture Gibraltar during a series of bloody sieges in the 18th century. Today a grudging acceptance prevails between Spain and Britain over Gibraltar. Starting in 1969 the Spanish dictator Franco closed the border entirely for 13 years, and it remained closed to motor vehicles for another three. Spain sometimes still enforces lengthy delays for cars crossing into Gibraltar. We will park our bikes on the Spanish side and walk across the border - in fact we walk across the international airport runway that is closed to traffic temporarily when planes are coming in! In recent years Spain has proposed sharing sovereignty over Gibraltar, but the Gibraltarians won't hear of it. In 2002 nearly 99 percent of them voted against a referendum on shared sovereignty. The celebration of the tricentennial of British rule in August 2004 culminated in an estimated 17,000 of the colony's 30,000 citizens



Gibraltar

All Photos by Rob Beecroft

holding hands for 15 minutes in forming a human chain around their Rock. We have lunch at this fascinating British enclave before riding onto Ronda. Ronda lies in the Ronda Mountains with the town situated on two hills divided by a deep ravine (El Tajo de Ronda). The ravine is crossed by several bridges, notably the incredible arch structure 90m / 300 ft high, built in 1761. The town occupies the site of an ancient Iberian settlement and was known in Roman times as Acinipo. It was occupied by the Moors from the 8th to the 15th century, when it was conquered by the Catholic monarchs, Ferdinand and Isabella, in 1485. Both Roman and Moorish remains survive, including a Roman theatre and an underground staircase built from the town to the river by the Moors to prevent water blockades in times of war. Spain's oldest bullring, a stone Neoclassical structure (c. 1785), is also found in Ronda; it is now a fascinating museum even if you hate bullfighting. Useful phrases in Spanish (and understood in Portugal).

There is a runway that goes across the road to Gibraltar, so the road is closed when planes land. We took a guided bus tour around the island. The roads are narrow and steep. We went into a large cave, which was lit up with coloured lights.

Day 17

The magnificent town of Ronda stands precipitously on the edge of the 100m El Tajo Gorge, so impressive that Ernest Hemmingway and Orson Welles, to name a few, stayed here to gain inspiration. We have a full day here to explore this magnificent old town including one of the most famous bullrings in Spain, the ancient Arab Baths and wander the labyrinth laneways of the old city.

Day 18

Short in direct distance, we spend the best part of the day exploring the empty back roads of Andalucía zig zagging our way toward Granada. It's a



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Rob's Portuguese/Spanish/Moroccan Tour Continued

wonderful day of mountain passes, empty roads and remote villages. We arrive late afternoon and check in to our hotel, not too far from the stunning Alhambra. Included meals: Breakfast, lunch and dinner Ride distance: 290km / 180mi **DESTINATION INFORMATION:-** Granada is home to the mighty Alhambra, an impressive fortress and palace complex. Originally designed as a military area, the Alhambra became the residence of royalty and of the court of Granada in the middle of the thirteenth century, after the establishment of the Nasrid kingdom and the construction of the first palace, by the founder king Mohammed ibn Yusuf ben Nasr, better known as Alhamar. Throughout the thirteenth, fourteenth and fifteenth centuries, the fortress became a citadel with high ramparts and defensive towers, which house two main areas: the military area, or Alcazaba, the barracks of the royal guard, and the medina or court city, the location of the famous Nasrid Palaces and the remains of the houses of noblemen and plebeians who lived there. The Charles V Palace, which was built after the city was taken by the Catholic Monarchs in 1492, is also in the medina. The complex of monuments also has an independent palace opposite the Alhambra, surrounded by orchards and gardens, which was where the Granadine kings relaxed.



A Picnic Lunch

All Photos by Rob Beecroft

Day 19

We start the day off with a visit to the world-renowned Alhambra. This utterly spectacular fortress and palace is some of the finest examples of Islamic architecture on earth, you will be awestruck! Leaving Granada, we ride what is known as the “Caliphate Way”, between the two most important Moorish cities of Granada and Cordoba, a wonderful route through rolling hillsides laden with olive trees and numerous small villages most



seemingly with a hilltop fortress, one of which we visit. We reach the stunning Cordoba and have a chance to explore what Lonely Planet describes as a “natural film set”, a superb city with some of the world’s finest Islamic buildings and the wonderful Jewish and Muslim quarters. If you never see another church or mosque in your life, the mighty Mesquita will leave you dumb-founded, it is an absolute must on any visit to Spain. Included meals: Breakfast and lunch Ride distance: 185km / 115mi

DESTINATION INFORMATION Córdoba is a city in the southern Spanish region of Andalusia. It was an important Roman city and a major Islamic centre in the Middle Ages, however it’s probably best known for the incredible

La Mezquita, an immense mosque dating from 784 A.D. that started life as a Roman temple, then a church, then mosque, then back to a church. The now-church features a columned prayer hall and older Byzantine mosaics, as well as a Renaissance-style nave which was added in the 17th century. Cordoba is not only the Mezquita though - walk the famous Roman bridge and visit the Torre de la Calahorra at sunset, wander the UNESCO listed historic centre, where our hotel is located, visit the Jewish Quarter and the Alcazar de los Reyes Cristianos.

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Rob's Portuguese/Spanish/Moroccan Tour Continued

Day 20

Leaving Cordoba, we ride west and quickly ascend into the Sierra de Hornachuellos and ride an utterly spectacular series of endless single lane twisties on a completely deserted road. We leave Spain and once again enter Portugal via the superb walled village of Monsaraz. Our destination tonight is one of the most beautiful small towns in Portugal and UNESCO listed, Evora. Evora is a medieval walled city with stunning Roman and Gothic antiquities and the sight of some sorry episodes of the Inquisition. Included meals: Breakfast and lunch. Ride distance: 430km / 270mi Clocks go back one hour as we enter Portugal DESTINATION INFOR-



MATION Beautiful UNESCO listed Évora is the capital of Portugal's south-central Alentejo region. In the city's historic centre stands the ancient Roman Temple of Évora (also called the Temple of Diana). Nearby, white-washed houses surround the Cathedral of Évora, a massive Gothic structure begun in the 12th century. The Igreja de São Francisco features Gothic and



baroque architecture along with the amazing Chapel of Bones, a chapel packed with human skulls. It was a long day, 430 km and 35C. We stopped at a castle on the way. This is a link to where I'll be going tomorrow.

<https://www.visitevora.net/en/bones-chapel-evora/>

All Photos by Rob Beecroft

Day 21

Our final day will see us depart Evora late after some exploration of this stunning city and ride into Lisbon via a series of backcountry roads through cork and eucalypt forests. We shall return our bikes and enjoy our last night of the journey celebrating what has been an absolutely amazing, diverse and historically rich, ride experience. Included meals: Breakfast and dinner Ride distance: 240km.

Pictures from the Chapel of Bones. A lot of the skulls were very small, so were infants or children.

It has been a wonderful tour. I've seen some amazing places and buildings. Thanks for following my adventures. *Rob Beecroft.*



TRIALS MOTORCYCLES - A SHORT HISTORY. From Trials Australia.

Trials bikes are specialized off-road machines.

This wasn't always the case; when trials started in Scotland before 1910, riders used regular machines, usually the common four-stroke singles. There wasn't the degree of specialization of motorcycles that we have now. The bikes then were suited to the trials events of the day -, which were basically hillclimbs - with lots of low-end power and large flywheels. The flywheels and soft tuning allowed for plenty of 'plonking' power to creep over and around obstacles, and the four stroke bikes had plenty of traction.



1960s

As trials became more specialized, the bikes improved along with the events. Or perhaps the events became more difficult as bikes improved. Whichever, a milestone in the evolution of trials machinery was **Sammy Miller's** 1960's factory Ariel HT5, known as 'GOV132' after its license plate number. Sammy lightened the bike and changed the steering head angle to get quicker steering. The result was a bike that went over obstacles better and could do tighter turns.



Miller's success with the Ariel was noticed by his competitors and by the makers of competing machinery, including AJS. Soon others were shaving weight off their bikes. **Sammy** was hired by the Spanish company Bultaco in the mid-60s. Bultaco was successful making lightweight two-stroke machines for street and road racing and wanted to move into trials. The modern two-stroke trials bike was born from Sammy Miller's work on the Bultaco.



1970s

Other Spanish manufacturers, always competitive with Bultaco, started working on trials bikes of their own. Soon the trials loops of the world were filled with Bultacos, Montesas and Ossas, all making rattly two-stroke sounds and castor-oil smoke while doing obstacles that riders of the heavier four-stroke machines could only dream about. **Mick Andrews**, another

British trials legend, helped develop the Ossa. Trials boomed in many countries, especially the United States. Motorcycle magazine editors

predicted that trials would be "more popular than motocross."

In 1973, expecting the trials boom to hit any moment, Honda introduced the first Japanese production trials bike, the four-stroke TL125. Yamaha, Suzuki and Kawasaki followed a year later, and a Honda TL250 arrived in 1975. The Japanese bikes did not handle quite as well as the Spanish bikes, but were reliable and could be made to handle well enough. The Japanese makers followed the

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Spanish company's tracks and hired some of the big names in trials to help develop their bikes. **Mick Andrews** went to Yamaha and worked with them for many years. Honda hired **Miller** away from Bultaco and he helped them develop their TL250, first by making a lighter frame with more ground clearance, then with advice on the factory's expensive magnesium and titanium RTL competition models.

1980s



In 1979 and 1980 the Spanish companies suffered from labor strikes and walkouts. The USA trials boom had never come and Spain was beset with economic problems. The championship Bultaco factory team with newly-crowned World

Champion American **Bernie Schreiber** was forced to disband mid



-season, with each rider finding a home on a different make. The reign of the Spanish manufacturers ended and some Italian makes picked up the slack. SWM, Italjet and Fantic started volume production and started supporting riders, and winning, in the early 80s. Honda went to Europe with even more advanced four-strokes to contest the world rounds and won two championships under **Eddie Lejune**.

At this time, the bikes were of the same basic design that Bultaco pioneered in the late 60s, albeit refined with slightly lighter weight, better power and slightly longer travel suspension. But the huge suspension revolution that had occurred with Motorcross machines in the mid-70s had little effect on trials machinery.

That changed in 1984 when Yamaha introduced the new monoshock TY250. Having no parts in common with



the old 1974-design TY, the new TY's centrally mounted shock, low seat and longer travel suspension revolutionized trials bike design. The other manufacturers leapt to follow suit, with other monoshock models coming out a year later. At this point, the major manufacturers were Yamaha, sole Spanish survivor Montesa, Italians Beta and Fantic (SWM and Italjet having ended their fling with trials). Yamaha didn't sponsor top riders but their new TY Monoshock bikes were very successful in club events.

1990s

In the last decade, Beta and the Spanish Gas-Gas Company have pushed trials bike design forward, with disc brakes, water cooling and narrow perimeter-type frames. The modern 'stop and go' riding style pioneered by **Schreiber, LeJune** and others, where riders hop the bike to get into position then drop the clutch to launch themselves over the next obstacle, affected trials bike design. Top riders demanded quicker revving engines to rocket them over larger obstacles with less run-up than before. What the World Round riders use one year becomes the production bike the next.



2000 onwards

Modern trials bike design has stabilized for the moment. A modern trials bike has a very low seat, to allow the rider to crouch low on the bike or let the bike come up farther to him when cresting a big step. Suspension travel is usually around 7 inches in the front and 6 in the rear. Damping is light, biased towards letting the bike rebound on it's springs to make hopping the bike easier. The engines are all water-cooled two-strokes with reed

-valve induction. Engine response is much quicker than the old Bultacos, making it possible for a rider to jump up a step with little or no run-up. Tires are sticky-compound tubeless radials on the rear, and sticky tube-type bias-ply on the front. Typical tire pressures are 4 psi rear and 6 in the front. The radial rear tires have flexible sidewalls to let the tread form itself around irregularities, increasing traction. Typical weight is around 185 pounds with all fluids and the usual 1 gallon of fuel on board. Gearboxes are usually 6 speeds, with three closely-spaced low gears to give the rider a choice of gears for sections and three higher gears for riding the loop (and roads where legal).

The latest developments are hydraulic lever effort with a hydraulic-actuated clutches, but the hydraulic system gives how much the clutch plates get hot and an exhaust power valve. The valve allowing Fantic to tune the engine for more than most trials bike engines.



clutches and exhaust power valves. The clutch is not improved over cable the same engagement point no matter expand. The new Fantic Section features changes the timing of the exhaust port, good low-end power and still let it rev

Words by Eric Murray for Trials Australia.

XXXXXXXXXXXXXX



An interesting Youtube video starring some CPTA members. Check it out.

https://www.youtube.com/watch?v=nmoH_xEOKFQ Copy and paste in your browser.



A belated birthday wish to the club's oldest LIFE member, John (Boomer) Gronow who reached 93 years of age on September 21st. We hope you had a wonderful day with family and friends.



VINTAGE SPEAKING

A Brief History of the Marque Haythorn:-

A handcrafted motorcycle which has an oil-cooled OHC four-cylinder engine with a novel two-speed transmission using two different transmissions per chain to the rear wheel. The second of only two built is on exhibition at the [Sammy Miller Museum](https://sammyiller.co.uk). <https://sammyiller.co.uk>

It was constructed by **John Haythorn**, a Scottish automotive engineer who worked for a supercharger manufacturer. Its development ended when he was transferred to support the war effort in 1940, but it was already a usable machine that had been presented to the motorcycling press. **Haythorn** also built the engine for the [Sackville](#)



MOTO GIRO - BY Gary Nordstrom

On the weekend of September 10/11th, the Canadian Vintage Motorcycle Group held a MotoGiro event in Nakusp B.C. The event is fashioned after the original Giro Motociclistico d'Italia, an endurance race comprising 3,400 km in 8 legs through mountain roads down the length of the boot. The endurance portion of the Rocky Mountain Motogiro will take place over 300 kilometers in four legs, starting in Nakusp B.C., passing down the Arrow and Slocan Lakes to Nelson to lunch and then up the shores of Kootenay Lake and on to Kaslo, returning to Nakusp via the fabulous road between Kaslo and New Denver. Points will be awarded for the ability of the participant to complete each leg without breakdown. Only vintage bikes under 250 cc can participate and awards given to different classes. Two members from the VMC, **Gary Nordstrom** and **Martin Spriggs**, entered the event. **Spriggs** on his 1937 BSA B22 Empire Star and **Nordstrom** on his Yamaha 175 CT1 Enduro. The following is **Gary's** write-up of the event.

This is a new event for VMC members to consider. Past VMC member, **Swiss Neiderberger**, sent the invitation a month ago via our newsletter. **Martin Spriggs** and **Gary Nordstrom** answered the call. The 2 day challenge took place out of Nakusp in the Western Kootenays.

Day one was a 300 km tour to Silverton with lunch in Nelson. A 'Participants Choice' ballot was distributed and tallied- **Martin's** 1937 BSA 250 won -by far the oldest and well turned out- as we expect of all of **Martin's** restorations. In the afternoon, **Gary's** Yam 175 Enduro seized solid on a hill near New Denver. In a couple minutes it came unstuck and off he went at a more sane pace, finishing day one. Using a formula, keeping age of the bike and needed repairs in mind, the winner was **Martin Spriggs**.

Day Two brought real excitement. The hill up to Nakusp Hot Springs was closed so that heats of 4 riders could attack it at top speed. The 10 km paved surface was rough in places and included 3 hairpin turns. Still, the fastest pass was 6 minutes- that's 100 kph average on a trick Ducati 250! In the consistency class, **Martin** placed second with passes close to 8 minutes- that's averaging 75 kph on a 85 year old bike! Meanwhile **Gary**, on the under geared CT1 thought he was out of luck to compete with a



**Martin Spriggs on BSA
Gary Nordstrom on Yamaha**

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MOTO GIRO CONTINUED - By Gary Nordstrom

blown head gasket from the previous day. **Martin** removed the gasket and **Gary** ran it metal to metal successfully. The little 2 stroke buzzed to 8000 rpm turning a pass of just under 8 minutes and it hung together for 4 turns up the hill. What a thrill using the whole road as fast as was possible with no fear of oncoming traffic! When the 3 events were sorted, the **overall winner** was our own **Martin Spriggs!** Congrats and well done.

This was the tenth annual running of the Rocky Mountain Moto Giro, an event following the pattern of offerings in Europe. Italian machines were a popular choice: Ducati, Benelli, Motobi, and others, but other brands performed well too. A Sears Puch and a Triumph 250 gave strong performances. Twenty-six riders entered.

Acceptable bikes: 250cc's from 1968 and older, or, up to 175 cc that are 1969 and older. Those bikes that are newer but of like design can be adjudicated and could be entered. **Gary's** was a 1971 Yamaha. One rider rode a Honda 90 trail bike and placed third in the consistency. All bikes have to be street legal and pass an inspection.

So, if you like the sound of this kind of event and can provide yourself with a suitable mount, start plans now. I can tell you, it was a **BLAST!** *Gary.*



Martin Spriggs with his BSA B22



→ EMPIRE STAR

Martin Spriggs writes from Canada with this photograph of the 1937 B22 Empire Star he has restored. It was purchased new by Ken Wheeler from James Grose Ltd in London, and used by him until about 1950, when it needed work. Ken used to visit family in Canada, and he and Martin would always talk motorcycles. Martin visited England in 2002, spoke to Ken on the phone and arranged a visit to his home in Mudeford. On arrival the next day he was shocked to learn that Ken had died the previous night.

Martin was able to purchase the bike (which had remained in pieces since being dismantled in 1950) from Ken's sons, and shipped it back to Victoria, Canada where, over the following seven years, it was painstakingly restored. Martin is now looking forward to using it on vintage gatherings in Victoria. Years ago when I worked for Bowmaker in London, James Grose Ltd were one of our largest motorcycle dealers - happy days! Here you see the bike as acquired and following restoration.



BLAST FROM THE PAST:- A trial in Kent Washington in 1968 and former member **Bill Smith** (RIP) took first place. The trophy was presented by the un-named women beside **Bill** but the person watching the presentation is none other than **Sammy Miller**.

CLUB NEWZ

Minutes of the VMC Executive Meeting

Held on September 20, 2022, at Barnes Harley-Davidson Vict.

This was the sixth in-person VMC Executive meeting of 2022.

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

The meeting was called to order by President **Dave Horner** at 6:30 PM.

1) **Peter Grant** - read the Minutes from our last Regular Meeting of Aug. 10th, 2022 aloud.

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Accepted as read by **Perry**, seconded by **Brent**.

2) **Peter Grant** - raised the topic of annual filing of executive board makeup.

- As previously approved the current board will continue for 2022 unchanged.
- Filing for both VMC and ISTC without change to be completed as required.
- A Notice of 'No AGM Held' is to be filed Nov 1 thru Dec 31.
- Return to regular Annual Elections in January 2023.

3) **Brent Donaldson** - updated on preparations for annual Hill Climb on Oct. 2nd.

- A letter to be delivered to neighboring property owners advising them of this historic event and potential of some noise disturbance.

- Metchosin Boy Scout troop is running a BBQ food concession as no members volunteered to take on this duty. Boy Scouts take any profit raised.

- Other tasks, duties and positions have been filled, members should arrive by 8:00 on the day or as discussed with **Brent**.

4) **Peter Grant** - read a letter received from a member raising the question of rescinding the current Riding / Fire Ban at Cycle Park upper trails.

- Discussed that the Fire Risk rating for south Vancouver Island remains at Extreme even if the campfire ban has been cancelled.

- Decided that the Fire / Riding Ban at upper Cycle Park lands will remain until rains come and fire risk rating is reduced from Extreme.

- **Peter** to send a reply to be sent to member and to be communicated to full membership by **Roger B**.

5) **Peter Grant** - reported on Membership Questionnaire Survey conducted by **Tom Hudock** with involvement from **Rick Kool** and **Peter**.

- **Tom** will present his findings at the upcoming Regular Meeting later this evening.

- A sub-committee to be created to drill into the survey findings and recommend if changes to new membership application process are identified.

- Sub-Committee members may include: - **Rick Kool, Tom Hudock, Bruce Taylor, Nick Newton, Peter Grant** and possibly **Dave Rogers**.

- Raised again was the need for Parking Lot 'Mirror Hang Tags' to be produced, for members to leave on the transport vehicle while riding at Cycle Park.

6) **Perry Chow** - had to leave early (medical appointment) and did not present his Treasures Report.

- This was emailed to Senior Executive Members the following day and retained on file.

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

- It seems unlikely that VMC will be approved as Land Steward and given unrestricted access to Mosaic Forest managed property.

- **Pam** has agreed to fast-track an application to allow the VMC to run a Dual Sport event this fall on their land using existing roads and trails.

- A new call for a Dual Sport Committee volunteer(s) to be made. **Dave H.** repeated that he will assist and guide them through the process.

- **Tony Wilson** indicated he may be able to find someone to take this on.

- A meeting of VMC's Mosaic Trail Access Committee to be scheduled.

8) **Dave Horner** - reported that the member who had been involved in a 'verbal altercation' with a female member in August had reached out to him and given his side of the occurrence.

- **Dave Fair** provided **Dave H.** with name and contact number so he can speak with the other involved member and then this matter should hopefully be put to bed with no further negative feelings or misunderstanding.

9) **Brent Donaldson** - on Cycle Park Electrification project.

- Informed that **Klaus Kreye** will attend the Regular Meeting later tonight and provide an general update.

10) **Dave Horner** – Clubhouse/Pavilion construction. Nothing to report
- He will reach out to **Mike Hornick** for an update.

Adjourn: The meeting was adjourned at 7:20 PM, moved by **Mark**, second by **Brent**, carried.

Victoria Motorcycle Club

**Minutes of the Regular Meeting - Held on September 20, 2022,
upstairs at Barnes Harley-Davidson Victoria**

With 16 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, Dave Fair, Nick Newton, Tony Wilson**
Absent were: Past Pres. **Dan McLaren**, director **Andy James** and Membership Chair **Rick Kool**.

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

The minutes of the previous Regular Meeting held August 16th, 2022, were read by Sec. **Grant**.

Brent Donaldson moved the minutes be adopted as read, seconded by **Nick Newton**, carried.

Minutes from the 'just held' Executive Meeting at 6:30 on this day were not nor read by Sec. **Grant**.

Business arising from the Minutes

1) Project leader **Klaus Kreye** provided an update on Electrification of Cycle Park. This is proceeding well but has some complexities.

- A site meeting with representative from BC Transportation Authority was held to review the proposed alignment change. Certain conditions will need to be met to gain approval.

- Another site meeting with BC Hydro's designer is set for next week.

- Next, the Transportation Authority agent raised a separate issue about the need to regularize our right-of-way access agreement across The Galloping Goose trail. Said that there is nothing on file now (this is not accurate).

- Member **Len Orrico** commented that there was an access agreement on file with old E&N Railway, now should be held by CRD or Transportation Authority. We should look for a document called DF #xyz which should be registered on title or notated on the old E&N Railway's or CRD's title. A lawyer or Title Search Company should be able to help with this.

- **Perry** indicated for years we paid a \$10 annual fee for years to E&N Railway for this right of way crossing. This should be carried over to CRD.

- Member **Matt Loken** (Real Estate agent) indicated he has access and is able to search Title files from Registry Office for our land and neighbouring parcel for easements granted or given.

- **Brent Donaldson** informed that he has a similar parcel of land nearby with access across the Galloping Goose. This trail crossing is annotated on a map of the Galloping Goose Trail/E&N Railway line which is held at the Transportation Authority's office in Nanaimo.

- **Peter** will inquire with **Barb Lohrmann** if she has any knowledge on this.

- **Peter** to email **Matt** the municipal address and Roll # details.

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

- It seems unlikely that VMC will be approved as Land Steward and given unrestricted access to Mosaic Forest managed property.

- **Pam** said Mosaic will fast-track an application to allow the VMC to run a Dual Sport event this fall on their land using existing roads and trails.

- Repeated a call for a Dual Sport Committee Chair volunteer to lay out an event. **Dave H** repeated he will assist and guide them through the event organization process.

- **Tony Wilson** indicated he may be able to find someone to take this on. He will follow-up here.

- **Brent** and **Dave Mc** both commented about whether VMC's current liability insurance should be sufficient to satisfy Mosaic. **Perry** said it should be sufficient.

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- A meeting of VMC's Mosaic Trail Access Committee to be scheduled; **Brent D, Andy James, Brad Adams, Dave Horner, Harold 'Turk' Perepalkin and Peter Grant Sec.**

New Business:

3) Tom Hudock - presented results of on-line Membership Questionnaire Survey recently circulated:

- Ten questions were posed in the on-line survey, looking for member feedback on leading the club forward.
- New Member Application Process at the centre of this
- 129 members returned responses, with lots of good details and comments.
- A sub-committee of the Membership Committee will drill in further and make recommendations to the Executive for future direction.
- Sub-committee members are **Rick Kool, Tom Hudock, Bruce Taylor**, possibly **Dave Rogers, Peter Grant** and **Nick Newton** volunteered.

Business arising from the Minutes

4) Dave Horner - Club Property closure for riding:

- Executive recommends that the Riding Ban remains in place on the property above the EnduroCross track as the grounds, bush and forest all remain bone dry.
- This will be cancelled only following sufficient rains and the Fire Hazard risk is reduced from Extreme. All club members will be informed when this changes.
- The continued Dry required that the Grind Enduro be postponed, rescheduled for Nov 5th & 6th.

5) Tres. Chow - Treasurer's Report

- No treasurer's report was presented as **Perry** had to leave for an evening medical appointment.
- **Perry** emailed his updated budget report to senior Executive members the following day.

6) Dave Horner – Clubhouse/Pavilion Reconstruction:

- Now update provided as **Mike Hornick** was not present.
- **Dave H** will reach out to Mike.

7) Dave Horner - New Member Applications:

- none present as we have temporarily suspended processing new membership applications until the process can be streamlined.
- Prospective new member **Billy Jones** was in attendance (on behalf of his 9 year old son **Alf**). A recent immigrant to Canada, **Alf** is dirt-bike crazy. **Billy** is presently a road rider with no off-road experience. Introduced **Billy** to **Matt Loken** who also has a young child that is a new off-road rider. **Alf** may visit Cycle Park as guest of **Matt**.

Committee Reports-Past Events:

8) Dave McCullough reported on The Decent EnduroCross. Run August 21st.

- 22 volunteers for lap counters and other duties.
- 33 Riders
- Food concession, BBQ selling hot dogs and more plus tee-shirts.
- Junior rider's exhibition was held at half time intermission.
- Final event was a 'shoot-out' using time handicaps and a staggered start.
- Planning to run this again in 2023.
- Final tally showed approx. \$1,100 profit was generated for the club.

Committee Reports-Upcoming Events:

9) Dave Fair - reported that he expects to have two fall Trials events: • Lohrmann Trial - Oct. 23rd

- Joe Brown/Major Trial - Nov 27th
- maybe one other trial to be organized by **Chris Duggan** tbc
- two more are needed to make it an official Trial Series.

10) Tony Wilson - The Grind Enduro - September 24th & 25th.

- Rescheduled to Nov. 5th and 6th due to tinder dry forest conditions.

11) Brent Donaldson and Dave McCullough – annual Hill Climb on Oct 2nd.

- **Brent** reported that it appears most/all worker positions have been filled.
- Metchosin Boy Scout troop will operate the Food Concession / BBQ as no member(s) stepped forward to run this. All profit goes to Scouts.
- Some helpers are needed on Saturday to set-up PA and Timing system.
- All Volunteers are requested to arrive 8:00 on the day.
- **Ben Hircock** has stepped in as PA Announcer in place of the late **Jim Hannah**.

12) Correspondence - presented by Dave Horner:

- From **Roger Boothroyd**-email sent to all members about Member Guidelines for riding at Cycle Park
- From **Christie Richards**-on a Women's Trials School scheduled for Sept. 24-25 at Ioco, (outside of Vancouver) organized by the Canadian Trials Initiative and CPTA.
- From **Barb Lohrmann**-call for new volunteer(s) to replace **Lillian Wilbor** as Trophy Committee Chairperson. **Lillian** is moving back to WA soon.

Barb reported that two members have tentatively stepped forward; **Melissa Andrist** and **Scott MacDonald**. **Barb** will mentor them as they takeover from **Lillian**.

Thank you for your efforts Lillian.

- **Dave Horner**-call for new volunteer(s) to run the club's Social Media accounts as **Rachel and Lorne Olsen** are moving away from the Island soon. *Thank you for your efforts Lorne and Rachel.*

Other Business - Old and New - continued:

13) Brent Donaldson – update on the Permissive Tax Exemption Bylaw 2nd year renewal is up for renewal with the District of Metchosin Council on Monday Sept. 26th at 7:00 pm.

- Members may log-in and view a live-stream of Metchosin Council if they wish to view the proceedings.

14) by Peter Grant - A return to the discussion followed on New Member Application Process.

- **Billy Jones** introduced himself and what he has learned of the VMC.
- Comments were aired about difficulty of finding info on our current website.
- Round-table discussion on what the club is, where its come from and where it needs to go.

15) by Matt Loken raised the topic of a creating/defining a specific riding area with low risk obstacles for new riders / Junior members who are just learning to ride.

- **Matt** will work with VP Mark Fisher to refine this riding area layout.
- Any other parents of young and new riders that wish to assist building and in rider training can contact **Matt Loken** at matt@mattloken.com

16) by Klaus Kreye – comments of a newer family members, **Andrea Bocskei**, husband and son that had asked if they could help with Trail repairs. **Peter** will try to re-engage without any commitment.

17) by Dave McCullough – voiced if anyone knew who was marking certain trees on our property.

- **Dave H** will ask **Chris Faa** if he knows who is might be doing this.
- **Mark** was also curious and concerned about this. No trees dead or alive are to be removed with approval.
- There were concerns voiced about a few dead and diseased trees that should be removed.

18) by Peter Grant – repeated a Call for Committee Volunteers:

- Century Run Road Ride and other Road Rides had no Committee = no event.

A Road-Ride Committee Chairperson is needed. Historic events are not being renewed.

- Other events on the VMC's annual schedule for which no members have stepped forward to chair the event committees : Field Meets, Enduro/Cross Country and Dual Sport as well as Trail Maintenance at Cycle Park.

- **None of these events will run unless members put the effort in to organize them.**

See VMC's Event schedule here: <https://www.vmc.bc.ca/images/stories/events/vmc%20calendar.pdf>

Contact Newsletter Editor **Roger Boothroyd** or any Executive member for more info and assistance.