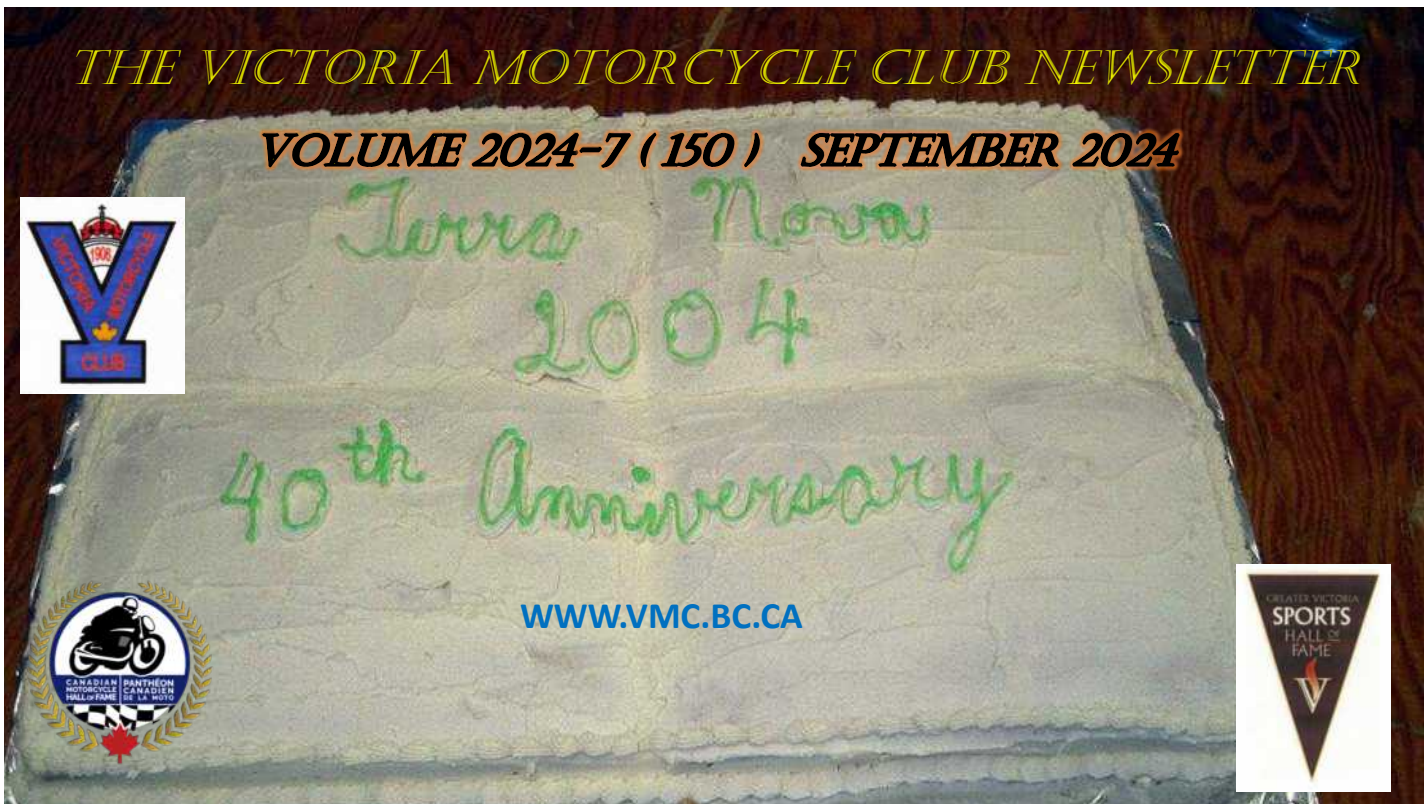


THE VICTORIA MOTORCYCLE CLUB NEWSLETTER

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EDITORS MESSAGE—BY Roger Boothroyd

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VMC

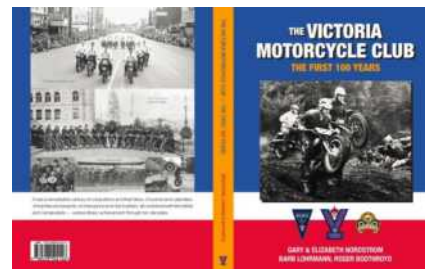
RPO Town & Country, PO Box 48138
Victoria, B. C. V8Z 7H5

The Terra Nova Enduro - what an event ! Probably one of the hardest, if not the hardest, enduros in Canada. Started in 1964, the event drew riders from the mainland and as far south as California. It was the VMC's premier enduro and in the first years went from Victoria to Port Renfrew with overnight in the Port Renfrew Community Hall and to Lake Cowichan and home the next day. Note—that hall has since burned down many years ago! In later years the start was at Cycle Park up to Lake Cowichan overnighing in their Community Hall and course reversal the next day. Eventually as land use reared it's ugly head the start was at the Community Hall in Cowichan and the course was a loop back to the hall and reversal the next day.

It was an expert only event in those first years but saw a senior class added and eventually a one day class and A and B classes. Sadly, due to land use issues, insurance and the committee who were organizing it for many years stepping down, the last Terra Nova was run in 2015.

There is a very good description of the Terra Nova with history, riders stories and pictures in the VMC's book, "The First 100 Years" along with many stories offered by former riders and committee members. The book can be purchased from the Club for \$40 (no tax) and all monies goes back to

the club. As you can see in the picture above, it was the 40th anniversary cake served at the traditional overnight turkey and all the trimmings supper served by a group of volunteers. This continued into the next morning when a breakfast of sausages, eggs and pancakes with lots of coffee was offered up. Lunch was also included both days out on the trail. If you never experienced an entry in this event, you really missed something as it may never run again !!



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This is also an "anniversary" for this editor as it is the 150th issue since taking it over from former editor **Monte Belson** in the Spring of 2002.

LEARN FROM YESTERDAY, LIVE FOR TODAY, KEEP ONE HAND ON YOUR WALLET
AND DON'T WORRY ABOUT TOMORROW !



CLUB NEWS



Gordon L. Jackson, the AJS factory rider who won the 1961 Scottish Six Days Trial on one solitary mark, has died aged 92 years of age, on Sunday 7th July 2024.

Gordon had endured a period of bad health and passed away in the South Charente area of France, where he had lived for many years.

Gordon lost his single dab in 1961 on the top sub-section of Grey Mare's Ridge, in more recent years the section became known as "Jacksons" in his honour. Morton's Media own the image taken by Peter Howdle which is one of the most famous trials photographs in the history of the sport.

A 'Kentish Man', born on the north side of the River Medway, he was a farmer by profession and became a full factory AJS supported rider in 1953.

He won the SSDT four times (1956, 58, 60 & 61) and the ACU British Trials Star twice, in 1955 and 1958, the equivalent of the British Trials Championship.

XXXXXXXXXXXXXX

BARN FIND - Harleys, Indians and old cars plus one British - Vincent Black Shadow.

Tom visits a remarkable motorcycle collection in Staten Island, NY, filled with Harley-Davidson, Indian, and Vincent motorcycles. The collection is so extensive that it overflows from the garage and basement and even finds its way into the living room and dining room of the house. The motorcycles span from 1910 all the way to 1980. We hope you enjoy this once-in-a-lifetime collection.

[RARE: Vincent Black Shadows - Harley-Davidsons - Indian Motorcycle Collection | Barn Find Hunter \(youtube.com\)](#)

XXXXXXXXXXXXXX

The CMA National Mototrials Championship, hosted by the Victoria Motorcycle Club, is scheduled for November 9 and 10 this year at the VMC's home, Cycle Park. Preparation is underway as we look forward to holding an incredible event. Many checkers will be needed to make this a successful event. If you can volunteer either or both days, please contact Dave Fair at 250-893-5737. Volunteers will also be needed for other positions (NYD) but will be called for at a later date. Let's make a concerted effort to have a successful event.

CMA National Mototrials Championship

Hosted by Victoria Motorcycle Club

November 9-10, 2024

One weekend, winner takes all

- Info at VMC.co.uk
- CMA membership (\$45) not required to ride, but is required for championship points
- We are looking for checkers! To volunteer, contact Dave Fair at 250-893-5737
- Classes: Intermediate, Sr 50 Int, Women's Int, Women's Championship, Sportman/Advanced, Sr 50 Sport, Expert, Championship
- Rider entry \$50/day
- Minder entry \$10/day
- Gates open Friday, Nov 8
- Food truck available on site
- Sign up and Tech Friday 2-5pm, Sat 8-9:30
- First rider out 9am both days
- CMA national rankings considered for application to the TdN team

APPEAL BY THE CANADIAN MOTORCYCLE HALL OF FAME

The Victoria Motorcycle Club was inducted into the Canadian Motorcycle Hall of Fame in 2010 along with former VMC member **Vern Amor**. In 2018 the Shanks family, **Richard (Pop), Reg and Bob**, were also inducted into the CMH of F. This would be a good opportunity for the VMC to support this appeal.

CALL TO THE COMMUNITY: SUPPORT THE PRESERVATION OF THE CANADIAN MOTORCYCLE HALL OF FAME

Dear friends and motorcycle enthusiasts,

Since our inception, our charitable organization has worked tirelessly to preserve and celebrate the rich and vibrant history of Canadian motorcycle sport. Thanks to your unwavering support, we've been able to organize memorable events, banquets and reunions that have brought together generations of enthusiasts.

However, a recent change in the leadership of MOTO Canada (formerly MMIC), an organization that has supported us from the outset, has turned our journey upside down. The Motorcycle and Moped Industry Council has changed its president and renamed itself MOTO Canada. Its CEO, **Landon French**, has proposed a merger with our association, which would see us cease our activities and be taken over. Although MOTO Canada has formed various partnerships with other motorcycle associations, we're one of the few associations (or perhaps the only one) asked to close our books.

We want to emphasize that our organization represents not only this organization, but also many other sporting associations that deserve to be heard.

Established in 2006, the Canadian Motorcycle Hall of Fame is dedicated to the conservation and promotion of Canada's motorcycling legacy for the enrichment of the motorcycling community and the public. Since its inception, it has honored over 165 distinguished motorcyclists and groups with induction. In 2021, it was officially registered as a Federal Corporation and operates as a non-profit association with charitable status, governed by a board of independent volunteer directors.

This is why we have made the decision to continue independently, without any help from MOTO Canada.

This marks the end of an era as **Bob Ramsay**, the former CEO of MMIC, was one of the founders of the Canadian Motorcycle Hall of Fame.

This transition brings with it many changes in the way we will organize our future banquets and meetings as we continue our mission with the preservation of the history of motorcycling in Canada, and we need your support now more than ever.

We appeal to the generosity of our community to fund our operations. Every donation, large or small, will help keep the memory of our beloved sport alive.

This is an excellent opportunity for Manufacturers that have a long history of supporting riders and events in the Canadian motorcycling community to be recognized individually as a supporter of the CMHoF.

Our work is entirely voluntary, and every contribution is precious.

Together, we can overcome these challenges and continue to celebrate our shared passion.

Please see our webpage for a full view of the many disciplines we recognize as well as a complete list of our previous inductees at <https://canadianmotorcyclehalloffame.ca/>

To donate, please send an eTransfer to the CMHoF Treasurer: **Todd Copan** - copan@telus.net.

Thank you for your support and commitment.

With gratitude,

Paul Germain, President



VINTAGE SPEAKING

A BRIEF history of the Marque Croft Cameron

Croft Cameron of St. Michael's Road, Stoke, Coventry.



Sometimes known as **Croft**, they were large capacity motorcycles produced from 1923 to 1926

The company's production was always small-scale. They built big twins with bulbous saddle tanks that looked similar to the [Brough Superior](#). The machines were fitted with [Anzani](#) 996cc V-twin ohv engines and their best-known model was the *Super Eight*. The Croft-Anzani V-twin of 1922 had four valves per cylinder, Montgomery forks, chain drive, rim brakes front and rear, and a saddle tank. The Sturmev-Archer gearbox was a close-ratio unit, it had an Enfield cush drive in the rear wheel and an engine shock absorber on the primary drive sprocket. It was a very advanced motorcycle indeed.

Anzani-engined Sports Model. Four Overhead Valves per Cylinder.

ANOTHER SOLO BIG TWIN.

OF recent times the market for the big twin enthusiast has received more attention from British manufacturers. The latest addition to the steadily growing list of machines in this class is to be known as the Croft-Anzani Super Eight. As may be gathered from the name, the engine fitted is the latest type of Anzani twin with four overhead valves per cylinder.



The engine is housed in a duplex loop frame of sturdy construction, the duplex tubes allowing the exhaust pipes a straight flow between the tubes, the rear pipe passing also through a hole in the bottom bracket casting; the exhaust gases are then led to a large flat cast aluminum silencer, from which the exit is by a tail pipe on either side of the rear wheel.

Transmission is by chain throughout, a close-ratio Sturmev-Archer box being employed, with a shock absorber in the clutch and an Enfield cush hub in the rear wheel. A saddle tank covers the straight top tube, and has a capacity of 3 gallons of fuel and ½ gallon of oil.

Montgomery forks are fitted, and both brakes are of the dummy belt rim type - one on each wheel. Lubrication is by Best mechanical pump.

Since the machine is designed to be of the sporting type the mudguards are somewhat narrow in section, but special wide guards may be fitted to order. It is expected that the price will be in the neighbourhood of £146, and the makers are the Croft-Anzani Super Eight, St. Michael's Road, Coventry.



WEIRD AND CONCEPT BIKE



BLAST FROM THE PAST:- Riders signing up for the 2015 Century Run starting at the Westshore Mall. This event began in 1947, was to be 100 miles long, and the name was suggested by the late **Pop Hyde**. From the left is **Martin Spriggs, Meaghan & Jon Symes** and **Rob Beecroft**. Winners in this year were non-member **Susan Iverson** with her husband **Mike** placing second. Third place went to **Dave Brown**.



Minutes of the Regular Meeting Held on Tuesday, July 16, 2024, At Barnes Harley-Davidson
In Attendance President: **Dave Horner** Vice President: **Mark Fisher** Secretary: **Eric Pagel**
Directors: **Gary Gronow Rhys Hathaway Ryon Bell Mike Hornick Brent Donaldson Kevin Ash**
Others: **Ellen Voermans Peter Smither**



Welcome

The meeting was called to order by the President, **Dave Horner**, at 7:31 PM.

1. The meeting minutes from the June 18 th regular meeting were read. **Roger Boothroyd** made a motion to accept the minutes. **Ellen V.** seconded the motion.
2. The meeting minutes from the July 11th executive meeting were read. **Mike H.** made a motion to accept the minutes. **Gary G.** seconded the motion.
3. The current provincial fire ban and the closure of the top portion of the club property were brought to the attention of the members attending.
4. Discussed the progress on the new electronic gate. **Jordan McFarlane** was not able to give an update, But **Dave H.** and **Mike H.** were able to discuss the progress and plan for getting the gate complete. **Jordan** is very busy right now with his business and **Mike H.** and **Rhys Hathaway** volunteered to help **Jordan** with getting the key fobs programmed and distributed to club members. There should be more information available for members on expected date to go live with the new gate at the next VMC regular monthly meeting.
5. **Peter Smither** was able to give everyone an update on the new website.
 - a. It sounds like the people working on the website have ben difficult to reach/communicate with. **Peter** voiced his frustration with this. **Peter** is looking to get what he needs from the developers and go in on the backend and do much/all of the remaining work himself.
 - b. The waivers are getting worked on by **Jim** (works for the government). **Perry Chow** had a look at the initial drafts sent out and said they will be fine. There will be two waivers for events - club members and a second one for guest and visitors.
 - c. VMC members will only need to sign one waiver for the entire year. They will no longer need to sign a waiver for each event. The waiver will be done through the website at the time the member pays their annual dues
 - d. Members will be able to pay their annual dues online. Currently there is nothing in place for payment of events through the website.
 - e. The family membership will be done in 2025. The current focus of the website team is to get the web site functioning and up and running.
 - f. **Peter S.** emphasized the importance of getting the basic functions working before getting to the extra features.
 - i. Calendars
 - ii. Renewals/Annual Dues
 - g. Discussed the need to be able to verify if people are actually VMC members for events. The person doing signup for the event will need to be able to lookup if the person attending/participating in the event is actually a VMC member.
6. **Rachel Olsen** discussed the awards ceremony. She is looking at a weekend in late September.
 - a. Rachel needs to know who has attended each of the VMC events that have occurred. If you have this information, please send it to the executive to be forwarded to **Rachel**.
7. A verbal report on the trials school was given by one of the members. It was a successful event and the team raised around \$3,000 for their fundraising event.
8. **Roger Boothroyd** gave a verbal report on the Boomer trial. The results are up on the website.
9. The treasurer's report was read by **Dave Horner**. **Perry Chow** was feeling under the weather and was not able to attend the meeting.

Peter Smither made a motion to accept the treasurers report. This was seconded by **Ryon Bell**.
10. The Show & Shine event is this upcoming weekend.
 - a. 10am until 2ish
 - b. Everyone is welcome
 - c. There will be a cooler with cold drinks available
 - d. There is a swap meet portion to the event.
11. Next a few new members were sworn in by **Ellen Voermans**. The following new members were sworn in at 8:03PM a. **Axton Hall** - Junior Member b. **Douglas King** - Active Member

Continued Page 6

July meeting minutes continued

c. **Justin Peterman** - Active Member **Ellen** has membership cards for the new members. There are also decals and patches for sale.

12. **Ellen** discussed the need to have a main contact person for VMC events.

a. **Ellen** will temporarily take this on.

13. There will also be an all-member email going out about VMC member behavior. Just as a gentle reminder that we are all in the club because we like motorcycles and to be courteous to other members.

14. **Peter Smither** volunteered to temporarily take on the role of calendar coordinator/gate keeper.

a. **Ellen** will feed events to the calendar coordinator.

15. If any club members are interested in taking on the role of calendar coordinator, please reach out to any one on the executive. We have been hearing comments on the scheduled work party times being restrictive for some members to accrue their volunteer hours. This calendar coordinator position will count for those hours.

16. At this point a very public and large thank you went out to **Ellen Voermans** and **Rachel Olsen**. Both of these members deserve a big round of applause. They are constantly stepping up to take on club work and do a fantastic job of it!

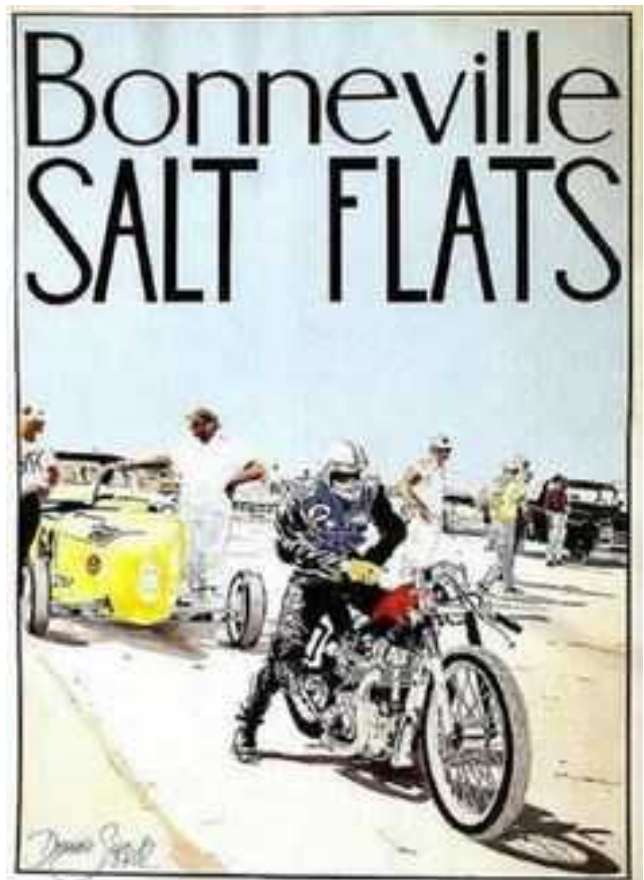
17. **Turk** asked when the entire property would be shut down. This will happen once the woods are shutdown.

18. The VMC is looking for a working fridge that can be kept in the powerhouse. This will be used to store condiments and other perishable items for club BBQs.

Adjourn On a motion by **Roger Boothroyd** and seconded by **Mike Hornick**, the meeting was adjourned at 8:17pm.



VINTAGE ADS OF OLD



The Boomer Trial + the Trials Des Nations Trials School

By—Paul Gronow & Roger Boothroyd

Death defying motorcycle action took place as the Victoria Motorcycle's Cycle Park was abuzz with bikes and riders on July 13 and 14 as a combined event with the **Trials Des Nations** (TDN) School and the second annual **Boomer** Trial took place. Thanks in turn to the TDN team for allowing the trials to take place at the same time as their school on the 14th.

The first TDN school took place on the 13th with 12 riders of different caliber being instructed by the team in the fine art of trials riding. On the 14th, the same amount of riders were there to receive their instructions. Riders were split into three groups depending on which class they were in as the teachers tailored their instruction to that particular group. The riders entry fee is to support the Canadian Team's travel to the International Trials Des Nations event in Spain in September.

The 2nd annual Boomer Trial was held on July 14th. A wonderful day was spent celebrating the life of **John "Boomer" Gronow** who was a VMC member from 1961–2022. The event was a classic vintage trial that included twin shock and early mono shock bikes. **Dave Fair** had the oldest entry with his vintage 1969 Hodaka Super Rat while **Dave Fracy** competed on the last of the air cooled monos with his 1991 Beta TR35.



Paul Gronow tells the story of the trophy
Both Photos by Dale Coull

The day began with 12 riders and over 30 spectators sharing stories and reminiscing about **Boomer's** many hilarious moments that only scratched the surface of his colourful involvement with the VMC. So many of **Boomer's** old friends were there to celebrate him including **Ernie Hills, Pat, Bill and Darren Smith, Jim, Steve and Dave Fracy, Mark Miller, Roger Boothroyd, Martin Spriggs, Ron Foster, Russ & Dallas Perry, Andrew Watson and Matt DeTurberville**. Shout out to "Banjo" **Bob Fredrickson** who made the trip down from Vernon to celebrate **Boomer**.

The trial consisted of three loops of varying degrees of difficulties with a split for the twin shock and mono shock bikes. The trial produced some brilliant riding moments with the low and high scores

achieving the delicate balance between easy and difficult sections. There was even a couple of stunning rockfall crashes during the day. **Steve Fracy** (Fantic 305) won the mono shock class taking only 1 point on the day while **Stu Eastman** (Yamaha TY250) took the twin shock class with 9 points.



The newest addition to the **Boomer** trial was the spectator and rider game, *"Find Boomers Stuff."*

This was a fun scavenger hunt in each section with a variety of **Boomer's** riding gear and other goodies hiding in the sections. Items such as **Boomer's** lid, jacket, goggles, wine skin and beer stein were scattered all over the lower property where the sections were set up. This had spectators on the lookout for the items while at the same time watching the riders in the sections. The riders also had to find **Boomer's** stuff in order to not lose points in the trial. Overall, it proved to be hit with everyone.



Christie Williams Richards
Instructing young rider

The event was held simultaneously at the Cycle Park on Happy Valley Road while a trials school took place on both Saturday and Sunday. The trials school was put on to help develop newer riders skills while raising funds for the Trials Des Nations event being held in Spain this September. A huge thanks to

Continued Page 5

Boomer Trial Continued

Adrienne Roler, Liesa Nielsen, Karin, Kayla and Julie Gronow for running the BBQ on Sunday (while Chris Duggan and his family ran it on Saturday). The Sunday total raised \$265 from the Boomer trial entry fees and lunchtime sales.

Thanks to everyone who helped to make the 2024 Boomer Trial a fantastic success! We are looking forward to next year's event to continue celebrating one of the VMC's most memorable and dedicated members. As Boomer would say, *"I'm a lucky bastard"* and who couldn't disagree with how lucky we all were to have shared the joy of motorcycling with someone as passionate as John Gronow.

Event Committee:- Paul, Karin, Kayla and Julie Gronow, Dave Fair, Brent Roler, Adrienne Roler, Steve Fracy, Heather MacLean, Liesa Nielsen, Dale Coull (event photographer)

Results:- Mono Shock - 1/ Steve Fracy—Fantic 1 pt. 2/ Logan Hitchens—Vertigo 4 pts.
3/ Paul Gronow—Beta TR32 5 pts. 4/ Dave Fracy—Beta TR35 11 pts.

Results:- Twin Shock - 1/ Stu Eastman—Yamaha TY250 9 pts. 2/ Mark Roler—Honda TL250 13 pts.
3/ Brad Adams—Yamaha TY250 17 pts. 4/ Bob Fredrickson—Yamaha TY250 29 pts.
5/ Dave Fair—Hodaka Super Rat 39 pts. 6/ Darren Smith—Bultaco Sherpa T DNF
7/ Bill Smith Jr—Bultaco Sherpa T DNF



SHOW 'N' SHINE—JULY 21, 2024

After several days of dry, hot weather, who could have predicted that the change would come on this day? Having started to be fairly decent, with many bikes parked in the field at Cycle Park, the home of the Victoria Motorcycle Club, in mid morning, it suddenly turned cool with rain threatening and the winds blowing sand throughout the parking lot.

Not what we expected but the show carried on. There was a good turn out of vintage and modern with a couple of special never before seen bikes. Members and non-members were keen to look at all that were there and



discuss them with enthusiasm. There may have even been a few stories told. It's always fun to reminisce about bikes that have affected so many lives and that continue to give enjoyment—but in some cases, not so!

In mid afternoon the weather pendulum changed back to shorts weather - go figure !!

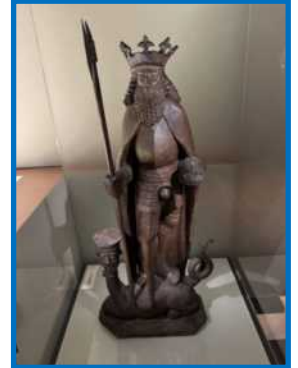


ROB'S ICELANDIC TOUR

Once again our travelling member **Rob Beecroft** is on the go, this time in Iceland. Here's his story.

I made it to Iceland safely. My luggage arrived with me, so I was happy about that. I walked to the Iceland National Museum, which was 2.5 km away. It has many beautiful exhibits dating from the Viking times to the mid nineties. I have another day and one half to explore Reykjavik before my motorcycle tour starts on July 26th.

Today I walked to Perlan (Pearl). Perlan is one of the top attractions in Reykjavik. The stunning glass dome structure offers incredible views of the city and surrounding mountains. Inside visitors can explore a range of exhibits and immersive presentations, including a glacial ice cave, a planetarium, and interactive displays of Icelandic nature and culture. I walked through the ice cave and watched some spectacular videos of lava flowing down a mountain and the Northern Lights.



The museum opened on June 21, 1991. The building consists of a huge glass dome that rests on top of six district heating tanks, each of which can hold about 4 million liters of geothermal water.

Iceland only has population of ~383,000 people. Reykjavik has 1/3 of the population. We start riding tomorrow, so I'm looking forward to that.

Unfortunately, we can't go to the Blue Lagoon because the road is blocked by lava from the recent volcanic eruption. One nearby town is still evacuated.

1st Day Tour Today was the first of 9 riding days. It was a glorious sunny warm day, 12-18C. There are 9 riders: 2 Canadian, 3 Americans, 3 Germans and 1 Russian. The 2 Tour Guides are from Austria. We rode 238 km from Reykjavik to Selfoss. The highlights of the day were: 1) visiting the Blue Lagoon near Grindavik (we made it). 2) stopping to see the two continental plates that make up Iceland. 3) stopping at the Gunnhver Spring, a 300 C fumarole, spewing clouds of sulphur smelling gas. 4) we visited a small Viking Museum with a replica of a large Viking boat. We had to do a lot of back tracking because the main roads were blocked with lava from Iceland's most recent volcanic activity. It was a mixture of paved and gravel roads.



2nd Day Tour Today we rode 289 km from Selfoss to Saudarkrokur. 130 km



was on unpaved roads, which was a little bit challenging because the road had lots of washboard, potholes, loose gravel and many water-holes. It certainly separated the dirt experienced riders from the dirt rookies. However, everyone made it through ok. The weather was cooler than yesterday and it rained for 30 minutes or so. Which was appreciated because it reduced the dust. The highlights for the day were: 1) Geyser Strokkur, which can spout hot water up to 80-115 ft. However, today it was resting. 2) Gullfoss waterfall. It's one of the most famous waterfall in Iceland. The water plummets down 105 ft into a deep gorge. 3) We took the 200 km Kjolur route over the Icelandic highlands. We saw 2 huge glaciers along the way.

3rd Day Tour It was a short riding day of 181 km, from Saudarkrokur to Akureyri. The weather was over cast in the morning and sunny in the afternoon. No rain. The route followed the coast, past 2 fjords. Along one curvy stretch, the road surface alternated between pavement and gravel. I imagine this was to slow traffic down, as the gravel sections had pot holes and washboard. Got to try this on the Malahat. LOL. The day's highlights were: 1) Visiting the little fishing town of Siglufjorour. It used to be the herring capital from the 1920s to 1968. Then the herring



Continued Page 7

ROB'S ICELANDIC TOUR CONTINUED

stock vanished and the market collapsed from over fishing. We visited several museums about the herring industry. 2) We visited the motorcycle museum in Akureyri. It had a sizeable collection of vintage motorcycles. Lots of British ones. Akureyri is the most beautiful town in Iceland. Cruise ships stop here.

4th Day Tour We rode 158 km from Akureyri to Husavik. It's the northern most stop on our tour. 12 km was gravel. The highlights of the day were: 1) Gooafoss waterfalls. Also known as the Waterfalls of the Gods.



The name historically came from a decision to make Christianity the official religion of Iceland around 1000 AD. Legend has it the idols of the old Nordic gods were thrown into the beautiful waterfall. 2) Lake Myvatn was the next stop. Where we saw dramatic lava flows and the large lava castles of Dimmuborgir. We also saw ash craters. 3) The final stop of the day was in the small fishing town of Husavik. It's famous for its Icelandic Whale Museum.

5th Day Tour Today we rode from Husavik to Egilsstadir. It was 324 km, of which 150 km was on gravel. We lucked out again with nice weather, with the temp between 11-15C. The highlights of the days ride were: 1) Asbyrgi Canyon, which has a cliff wall 100 meters high, that's horseshoe shaped. The road into the canyon is lined with dense birch and willow forests. The canyon had a small pond with lots of mossy rocks. 2) Dettifoss waterfall. This is largest waterfall in Europe. It is 100 meters wide and plunges 45 meters into a gorge. A large cloud of spray shoots up high in the air, enveloping the area with a white mist. 3) Studlagil Basalt Column Gorge, which has Iceland's largest basalt



Rob Beecroft

columns. Basalt columns are the crystals that lava has contracted as it cooled. This canyon has both vertical and horizontal columns, in hexagonal shape. 4) Building with sod roofs and walls.

6th Day Tour Today we rode from Egilsstadir to Hornafjordur. It was 338 km. It was cool, 9-14C and it didn't rain. However, we did get a bit wet when we rode over a mountain range, that was the same elevation as the clouds. It was very foggy and you could only see 100 ft. It was difficult to see because the mist covered the helmet visor. It was a relief to descend into the valley and to be able to see clearly. The highlights of the days ride were:

1) Visiting the Snaefellsstofa Visitor Centre. We learned about Mount Snaefell Wilderness area. It's the only mountain in Iceland not covered by a glacier. 2) We rode along the coast towards Vatnajokull and visited the National Park. The glacier there is the largest in Europe and covers 8% of Iceland's land mass. 3) We visited the Folldafoss waterfall. The gravel road into the waterfall was rough and had lots of curves and small bridges. 4) We were 3/4 across a long one lane bridge when someone decided to enter the bridge from the opposite end. Fortunately, they backed off the bridge and let us pass.

7th Day Tour Today we rode 208 km from Hornafjordur to Kirkjubaejarklaustur. Glad I don't have to say that name. The weather wasn't good for motorcycling, as it was cold (8C), with strong winds and heavy rain. Unfortunately, I discovered my gortex coat wasn't waterproof in this kind of weather. I was wet and cold most of

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ROB'S ICELANDIC TOUR CONTINUED



the day. The highlights of today's ride were: 1) Visiting Jokulsarlon, a glacier lagoon. Which is full of blueish coloured icebergs. Many thousands of years old. We took an amphibious craft for a 40 minute tour of the bay. This glacier lagoon was a filming location for movies like James Bond- Die another Day and A view to a kill, plus Tomb Raider, Beowulf and Batman Begins. 2) Visiting the Vatnajokull plateau glacier. The volume of ice is estimated at 720 cubic miles and the ice layer thickness at 3000 feet. 3) Getting a hot shower and getting into dry clothes !!

8th Day Tour It was supposed to be a challenging day of riding 150 km of rough gravel roads and crossing 20 streams. Unfortunately, this section was cancelled because the water level was waste high, with a fast current. **Day 8 optional route.** Today we rode 273 km from Kirkjubaejarklaustur to Fludir. It was along the coast on paved roads. It was raining hard while we were eating breakfast, but by the time we got on our bikes it had stopped and didn't rain again. However, it was very windy. The highlights of the days ride were:

1) We visited the so - called Black Beach. Which consists of pitch-black lava sand. 2) Next we went to Cape Dyrholey, which is situated on a peninsula jutting into the Atlantic Ocean. This area is famous for a rock formation with a hole in it. It's known as the rock gate. We also walked around a lighthouse, which dates back to 1927. Up on the cliff by the lighthouse is a puffin nesting area. These birds are very colourful. 3) We visited the Skogafoss waterfall, which cascades down from a height of 60 meters. This waterfall can be viewed from below, which makes it particularly impressive. Afterwards, we had lunch in a restaurant close by.



Day 9 Tour

This was the last day of the Iceland- Fire & Ice tour. We



rode 256 km from Fludir to Reykjavik, all on paved roads. The weather was great, 15.5C and sunny, but windy in some places. The route followed curvy roads around a lake and then around a large fiord. The highlights of the days ride were: 1) Visiting the Kerio crater, which was formed around 6,500 years ago. It is oval in shape and is 55 meters deep. Volcanologists think the crater was formed by a small magma chamber that collapsed. 2) Visiting the historic Pingvellir. This important place is the birthplace of one of the oldest parliaments in the world. It is located in a rift valley between the American and European continental plates. Pingvellir means "plain of people's assembly ". Viking chiefs gathered here in the year 930, to discuss life and laws for Iceland.

Government officials came here in 1944 to proclaim the republic of Iceland. 3) We visited a small privately owned war and peace museum. It had a collection of British, Russian, German and American artifacts. 4) The ride ended in Reykjavik, which means "smoking bay". Which probably is the first things the Viking saw when they arrived in this place. It was a nice tour of Iceland. I enjoyed it very much. Thanks for following my adventures.

