

THE VICTORIA MOTORCYCLE CLUB NEWSLETTER

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It was Terra Nova time, early to mid 70's, on the traditional Thanksgiving weekend, and the riders in the picture above had made it to lunch check at Weeks Lake. "Delicious," hot, TV dinners were served by **Marlene Barclay** having heated them in the back of the panel truck. These were in the days that we started from Cycle Park, made our way through the water shed (with permission) to Leechtown, on to Weeks Lake and then to Lake Cowichan. The days of riding through the watershed are now gone as it is off limits having gates on every road in. At the end of the 70's that route had been blocked so the start was in a few different places until finally making Lake Cowichan the area of choice.

The Terra Nova was a huge undertaking by all the committees that took it on but the Lake Cowichan era was the best as it entailed overnighing in the Community Hall or the parking lot, turkey dinner with all the trimmings on the first day with breakfast of eggs, sausages, pancakes and bacon on the second day. And not to forget the meals at the two lunch stops hosted by smiling, volunteer ladies with hot soup, sandwiches and chocolate bars! *How many of the riders above can you identify?? Who is the boy??*

Mosaic is the company in control of the Cowichan Lake area. They are reluctant to allow the club to organize an event such as the Terra Nova in that area. The only place we could possibly hold a TN is the Tansky, which is crown land. Given the enormity of the project, a few have expressed an interest, but not willing to take it on. The Terra Nova remains "dead in the water!" The last one was in 2015.

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VINTAGE SPEAKING

This is a Caproni Capriolo 75 engine that appears to be wearing an aftermarket finned alloy valve cover. The Capriolo 75 was fitted with a fascinating engine, it features a longitudinal crankshaft with a front mounted flywheel, it also has an overhead cam powered by a bevel gear drive in the rear of the cylinder casting.



Capriolo was the motorcycle division of the famous Italian aircraft manufacturer Caproni (and named after the local alpine deer).

When Italy was barred from producing aircraft after WW II, Count Caproni turned to motorcycles (as did Aermacchi). In fact among their first projects was producing the frame for the first Ducati motorcycle, the 60.



The 75 was introduced in 1951 and production continued until 1958.

This 75 Normale is the second version (circa. 1957) of the 75, which featured revised engine parts (mainly the clutch) and hydraulic rear shocks in place of the earlier friction damper types. The front forks were also updated.

The motor was unusual in having a longitudinally mounted crankshaft with the flywheel at the front. To complete the weirdness a face-cam system was used instead of a normal lobe cam.

Output was 3.5hp at 6000rpm and a pressed steel frame which encompassed the tank was yet another unusual feature.

With Count Caproni's death in 1957 the company was reorganized and renamed Aeromere (Areo Meccanica Regionale).

A new line of bikes was then designed including a new 75. Capriolo was taken over by Laverda in 1964.

Being an Italian company, of course a 75 Sport was soon introduced (1952). It made 4.5hp at 7,500rpm.



From **McNews Australia**

CLUB NEWZ

Congratulations to former member **Mark Cahill**, who belongs to Team Lynn Valley Dirt Riders in the Okanagan, for bringing home Gold from the 2024 International Six Days Enduro in Spain. Six hundred enduro riders from thirty nations and six continents were competing in the Galicia area at this prestigious event.

Mark, for years, has lived and works in Kelowna and was the winner of the VMC's Terra Nova Enduro eleven times. He is on the right in this picture.



[FIM ISDE 2024 INTERNATIONAL SIX DAYS ENDURO - Spain](#)

TEAM	SCORE	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
1. LYNN VALLEY DIRT RIDERS	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05
2. GOTTBROS TEAM 2	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05
3. MC SPYDES VANGUARD VETERAN	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05	2:01:05

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At the October 21st general meeting (postponed from the 14th), **Gary Nordstrom** stood to announce that **Roger Boothroyd** had been informed that he will be inducted into the Canadian Motorcycle Hall of Fame in February having been awarded the **Barr and Hedy Hodgson** award. The

CMHoff was created in 2009 to preserve and promote Canadian motorcycle history for the benefit of the motorcycling community and public. **Roger** has produced a VMC newsletter since 2002 and is the keeper of a very large collection of VMC photos. Congratulations were given by the membership.

[Welcome to the Canadian Motorcycle Hall of Fame | Canadian Motorcycle Hall of Fame | Temple de la Renommée de la Moto du Canada](#)



CLUB NEWZ CONTINUED

Congratulations are once more in store for member **Trystan Hart** who placed first in the 2024 EnduroCross Championship. **Hart** took the win at the 2024 AMA EnduroCross round two in Prescott Valley, Arizona on October 20th with a first and two seconds riding his KTM. Second was **Colton Haaker** on Husqvarna with a second, fourth and first. Third place fell to Triumph mounted **Jonny Walker** with three thirds.



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Many know that the VMC was amalgamated with a car club in those early days, which may have been the forerunner of the BCAA, beginning in 1906. In 1912, the motorcycles left that amalgamation and became known as the Victoria Motorcycle Club and remains so today. The following is a link to the Manitoba Motorcycle Club which was inducted into the Canadian Motorcycle Hall of Fame in 2014, four years after the VMC. It is an interesting read. Check it out:-

[Manitoba Motorcycle Club - Motorcycle Legends](#)

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We hear all the time that electric cars are the way to go !! Millions are spent on advertising but, is it really the best way given the price of batteries, the threat of a burning car, and the infrastructure isn't fully in place. But what about electric motorcycles. You may be surprised to hear that many of the companies involved in producing electric bikes are going bankrupt. The Italian electric motorcycle maker Energica has declared bankruptcy. So has the Swedish motorcycle maker Cake. **Erik Buell** the maker of the Fuell is in the same boat. Punch "electric motorcycle companies going bankrupt" into your browser to see for yourself.

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Member **Graham Turner** has posted another video on YouTube of his riding the Monster Mash Hare 'n' Hound at Parksville at the end of October. It will be posted on our new website but here is what he said.

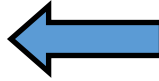
Last weekends race near Parksville was unbelievably muddy. My electric bike ran great but became a solid block of lead when it came to pushing up some ridiculously steep trails.

My fitness let me down and the trials tire on the rear was next to useless for the gooey climbs. I was swearing at myself a lot; mostly edited, but left in some F-bombs, but the trees heard many, many more !!! I paid the price for being at the back of the A loop riders. The uphill were a mess by the time I got to them About 45 minutes long. <https://youtu.be/EsOQ-cxfja0>

Continued Page 4



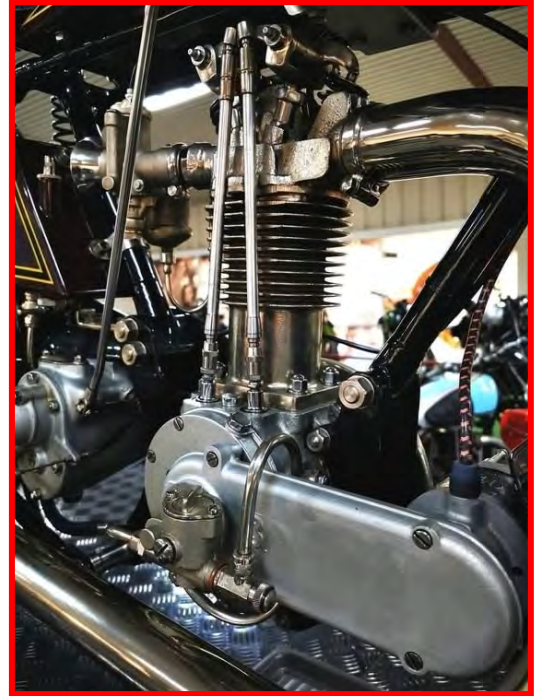
NAME THE RIDER



MYSTERY MOTOR



Answer on Page



CLUB NEWZ CONTINUED

Minutes of the VMC Regular Meeting

Held on October 22, 2024 at Barnes Harley Davidson

In Attendance: President: **Dave Horner** Vice President: **Mark Fisher** Treasurer: **Perry Chow** (absent)

Secretary: **Meaghan Symes**, acting for **Eric Pagel**

Directors: **Brent Donaldson**, **Gary Gronow**, **Ryon Bell**, **Mike Hornick**

Regrets: Sect. **Eric Pagel**, Directors. **Jordan McFarlane**, **Kevin Mitchell**, and Past President **Ben Hircock**.

Welcome

The meeting was called to order by the President, **Dave Horner**, at 7:30 pm.

- 1) The **Minutes of the previous meeting** held September 17, 2024, were read aloud by acting Sect'y **Symes**.
On a motion by **Peter Grant**, seconded by **Gary Nordstrom**, the minutes were adopted as read.

Business Arising from the Minutes/Old Business:

- 1) **Mike Hornick** - update on Gate, Fence and Pavilion - everything should be wrapped up by the end of this coming weekend. Key fob orientation soon - tba.
- 2) **Peter Smither** - Website update - work is still ongoing by the contractor, and **Peter** has demanded a final timeline of completion, which **Peter** will relay to the executive. Hopes that it will be up and running for the upcoming membership renewal cycle. Most functions are in place, but some are still in progress, so a hold-back on final payment remains in place.
- 3) **Ryon Bell** - the CMA National Moto Trials Championship (November 8-10). Everything appears to be on track, requests waivers and scorecards, which **Peter Smither** and **Dave Fair** will supply to **Ryon**. Volunteers still required - please see **Dave Fair** for details. The property will be open Friday morning to campers until late Sunday.
- 4) **Rachel Olsen**- Awards Event September 29th was very poorly attended. 25 people showed up, out of close to 500 members. There are still 75 awards for the years 2021, 2022, and 2023 to be picked up. **Rachel** took the opportunity at the meeting to present the President's Trophy to **Dave Horner** to applause from the members in attendance. A round of applause was also given to **Rachel** for her efforts to transport, set up, and stow away the trophies and arrange the awards event. The plan going forward is for this ceremony to be held in conjunction with another event at the property, i.e. a family day, Show n' Shine, etc. in the summer. For any member who is waiting on their award, please contact **Rachel**.
- 5) **Ellen Voermans** - Membership - 495 members currently, with 8 people on the

Continued Page 5

October Minutes Continued

waiting list. As some members have been paying membership fees for themselves and their very young children, **Ellen** and the Executive have been reviewing the creation of a Family membership category. It is suggested that all classes remain the same, but with the provision for active members with children 12 and under (Youth Class) to have a nominal membership fee for those children. (\$10 was suggested.) Junior members (13-18), Active members(19-64), and Senior members (65+) would continue to pay the same membership fee they are charged currently. As the under-twelves age up into the next class, their annual membership fees would be adjusted accordingly. An additional amendment to the existing bylaws around membership would be the requirement for Junior members to work one day of volunteer activity as part of their membership. These proposed changes to our Bylaws require a Special resolution with appropriate written notice to the Club. **Ellen** made the motion to create the new class for under-twelves of current members, and to require that Junior members 13-18 also be required to carry out one day of volunteer work at the club. This was seconded by **Mike Hornick**. *Carried.* **Ellen** will send an email outlining the Special Resolution to **Roger Boothroyd** for distribution to the membership. This will be voted on at the VMC's November 2024 general meeting.

Roundtable discussion of Associate membership, to be discussed at upcoming Executive meeting.

- 6) Treasurer's Report - in Treasurer **Chow's** absence, **Dave Horner** read aloud the Treasurer's Report. Financials are in order. The outstanding expenses for the gate and website coming due soon have been budgeted for in 2023. Five Trials were held, along with two road rides and a few other events for a total of nine events held to date. **Roger Boothroyd** moved that the Treasurer's report be accepted, seconded by **Mike Hornick**. Carried. To date, **Dave** doesn't believe anyone has stepped up to assist **Perry** with his role as treasurer.

COMMITTEE REPORTS:

Past Events: Hillclimb (**Brent**) - approximately 20 volunteers helped put on the event, with even more helping with prep in the days before the event. **Thomas Corder** was the fastest rider up the hill, (which is the same distance as the Mt Doug Hill). Winner of the 50/50 (\$155) was **Trevor Franklin**, with Metchosin Volunteer Fire Department the recipient of the balance. The Scouts sold out at the barbeque. Donations totalled \$339.00. Not as many spectators as last year, but everyone seemed to enjoy the day. * **Brent** also wanted to extend a special thank you to **Bruce Taylor**, who donated an almost new fridge/freezer unit for the Club's use, and it is housed in the shed.

Upcoming Events: **Dave Fair** - CMA National Trial - November 8-10th - still looking for volunteers to help out on that weekend. - Reg Shanks Trial November 24th - Lohrmann Trial December 15th These two events will use sections left up from the CMA event.

November 27th - **Dave Fair** - Film Night "Himalaya Moto Adventure" documentary at 7pm on Wednesday November 27th at the **Dave Dunnet Theatre at Oak Bay High School**. This is a feature film with a Victoria showing endorsed by the VMC, and in support of the Canada Trials des Nations Team. A selection of the adventurers and possibly the trials team will be in attendance as well. Tickets are going fast at \$20/per, and you can purchase yours from **Dave Fair**.

NEW BUSINESS: **Gary Nordstrom** - wants to announce that **Roger Boothroyd** was nominated for the Canadian Motorcycle Hall of Fame, and is the worthy recipient of the Barr & Hedy Hodgson Award (similar to the VMC's Matson Award) for his work on the VMC newsletter which documents the history of the VMC and promotes the sport of motorcycling in general. **Roger** was contacted by one of the volunteers of the CMHOF to advise he had been nominated, and he was the recipient of this award for his contributions to the sport of motorcycling. **Roger** is the only known motorcycle newsletter across Canada. The award ceremony is in February. On a motion from **Brent Donaldson** motioned that the VMC pay for **Roger's** travel expenses for the event, seconded by **Gary Gronow**. Carried. Congratulations, **Roger**, on such a well-deserved award!

Peter Grant- is emptying out his mother's apartment, and has some electronics for sale at reasonable prices.

CLUB NEWZ CONTINUED

Adjourn:

On a motion from Roger Boothroyd, seconded by **Ellen Voermans**, the meeting was adjourned at 8:30pm.

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Congratulations are in order for member **Quinn McCullough** who placed in the top ten in the American Hillclimb West. McCullough placed sixth with 841 points.

[American Hillclimb West | Facebook](#)

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Another video by Graham Turner. About 1 hour and 5 minutes of the National Trial at Cycle Park. <https://youtu.be/B6Vfy8L0GM0>

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AMERICAN HILLClimb WEST TOP 17 OVERALL			
RACE TO THE STAIRCASE			
AFTER 80 MIN	PTS	PTS	PTS
1	JANE ANSTETT 1154	9	JOEL FALOE 758
2	PETEY KRUMHOLTZ 1048	10	TYLER ZAHN 757
3	SUN WOLFSON 977	11	EDGAR CIPALA 737
4	RYAN GALLEGOS 925	12	DEXTER HOENHAUSE 728
5	NOAH SHAWER 883	13	TERON WURSTER 670
6	QUINN MCCULLOUGH 841	14	BRANTON WOODMAN 647
7	AUSTIN WURSTER 824	15	DERICK WHITE 629
8	NICK SCARLETT 778	16	HANSON LLOYD 603
		17	TRISTAN ALEXANDER 591

Continued Page 8

CMA NATIONAL TRIAL - BY CHRISTY WILLIAMS RICHARDS

The Canadian National Trials Championship season opened and closed November 9/10th at the Victoria Motorcycle Club property. Despite a rainy Saturday, almost 50 riders were on hand to try their chances on an expertly laid out course created by multi-time Canadian champion **Ryon Bell**, **Matt Fracy**, and **Brandon Volk**. To say that these fellas and their helpers did a massive amount of work is an understatement. The sections were amazing, and while challenging for the top classes, the scores were spot on, and the event (from course markings, volunteers, timing, and entertainment) was top notch.

In the top class (Championship - Trial 1), halving his competitors scores both days, **Murphy Aaron** (Gas Gas; Temecula, California), is the 2024 Canadian National Trials Champion. Coming in hot after a 2-1 finish in the Expert class of the last round of the AMA national series, **Aaron** showed he was more than a match for the slippery terrain that the VMC has to offer. After the event, he said “that was the hardest event I’ve ridden all year. Many of those sections were just as hard as the US national Pro lines, and those guys would have been taking points.” He also mentioned that the VMC was not only the slipperiest place he’s ever ridden, but definitely the most slippery place to ride in the world. Rounding out the top 3 in the Championship class are **Brandon Volk** (Vertigo; Victoria, BC), and **Sean Bird** (Scorpa; Port Coquitlam, BC). While **Brandon** held a bigger lead on Saturday (105.5-124), it was a close battle on Sunday with Sean only 3 points behind. Coming off a broken hand at the Trial des Nations this year, **Bird** definitely held his own against the younger **Volk**. This will be a battle to watch in the future, and also possibly a bromance if they’re both looking forward to the TdN in 2025.

The women’s top class, Women 1 - Sportsman, was only contested by Victoria’s own **Melissa Andrist** (Gas Gas), who beat several of her male counterparts. Back-to-back wins in this class earns **Melissa** another in a long line of CMA women’s championship titles.

The Trial 2 - Expert class proved to be the hardest class for skill level all weekend, being won on 100 points on Saturday and 65 points on Sunday. The CMA podium held steady on both days, with **Alex Le** (Vertigo; Squamish, BC) named the #1 CMA Expert for 2024, followed by **Andrew Watson** (Montesa; Victoria, BC), and **Rhys Hathoway** (Vertigo; Victoria BC) in second and third.

However, the event also included non-CMA riders, and on Sunday two single-day riders took 1st and 2nd in the class scoring. **Nik Ferguson** (Gas Gas; Victoria, BC), and **Trevor Wince** (Gas Gas; Duncan, BC) topped the podium, with **Alex Le** coming in third.



Alex Le - Photo by Dale Coull

Continued Page 7

CMA National Trial Continued.

In Trial 3 - Sportsman, Ontario's **Aaron Wilkin's** (Beta) made the drive worth his while with a pair of wins and a CMA championship. While on Saturday he was tight to second place **John Faa** (Vertigo; Victoria, BC) with 52 and 59 points, on Sunday **Wilkin's** pulled the lead out with a 19-to-53-point win. **Faa** was second both days for a CMA silver medal, and **Brian McNeal** (Gas Gas; Coquitlam, BC) was third in scoring both days. However, the CMA bronze medal was claimed by youngster **Jake Eastman** (Vertigo, Victoria, BC).



Dave Nunn - Photo by Dale Coull

The terrain proved trickier for the Vet 3 - Senior Sportsman class, with **Dave Nunn** (Gas Gas; Victoria, BC) winning both days with 70 points on Saturday and 59 points on Sunday. Close second was Nanaimo's **Simon Kitchen** (Beta), who fought a back injury on Sunday to finish the weekend strong. In third place was **Ernie Ferguson** (Vertigo; Victoria, BC) who unfortunately was only able to compete on Saturday due to injury.

The Trial 4 - Intermediate class saw a jump from two to five riders from Saturday to Sunday, but while the top two riders changed positions, they did remain at the top. Saturday's win went to **Ethan Maier** (Beta; Portland, Oregon), with **Shawn Steinbacher** (Vertigo, Pennsylvania) coming in second. Sunday's win went to **Steinbacher**, with **Maier** second, and local **Mike Bullen** (Gas Gas) rounding out the podium.

The Vet 4 - Senior Intermediate class was the largest class all weekend, with 11 riders on Saturday and 10 riders on Sunday. Closely challenged, the top two riders swapped spots each day.

Saturday saw **Stu Eastman** (Vertigo; Victoria, BC) take the top spot over our most far-flung competitor **Kevin Patterson** (Vertigo) from Nova Scotia. Sunday saw **Patterson** in the top spot with **Eastman** only 2 points behind. In the series standings, **Eastman** is the CMA Vet 4 champion, with **Patterson** in the silver medal spot. The oldest competitor in the event at 84 years old, who was quite unimpressed with having to compete in a "young man's class of only 50 years", **Bill de Garis** (Vertigo; Port Moody, BC) rounded out the podium with 3rd place both days, and the CMA bronze medal.

The Women 2 - Intermediate class had an excitingly large turn out with 5 riders, and proved to be even more exciting with all the jockeying for position. Day one top spot (by 30 points) went to **Alicia Lim** (Vertigo; Victoria, BC), followed by **Katie McGeachy** (Beta; Vernon, BC), and **Jaclyn Delacroix** (Vertigo; Squamish, BC). Day two saw a mostly different podium with **Delacroix** in the top spot, followed by a consistent **McGeachy**, and new comer **Emily Roberts** (Beta; Golden, BC). The series championship was awarded to **Delacroix** in the top spot, **McGeachy** in second, and **Lim** taking third place.

The event this year was met with rave reviews: a few surprises (like the first time a CMA national has had a first loop time limit), a separate course for each day's competition (which highlighted this group's incredible hard work), and some spectator-friendly man-made sections. The event couldn't run without help from the massive volunteer force provided by the VMC... a well-manned scoring table (including CMA's **Holly Ralph**), over 25 scorers each day, and of course the Clerks of the Course (**Ryon Bell**, **Matt Fracy**, and **Brandon Volk**) and crew who put in countless hours and weekends before the event even started. The crew would like to thank a number of contributors: **Victoria Motorcycle Club**, **True Line Contracting**, **H. Volk Transport**, **Cutter Industries**, **Stan Fry Cement Finishing**, **Moser Earth Works**, **Farhill Engineering**, **AAA Rebar**, **Willowleaf Holdings**, **Perrie Roofing**, **Landmark Sign**, **Langley Precast**, **Nichol Electric**, **Pacific Truss**, **Trio Redi Mix**, **Thetis Cove Joinery**, **Mototrials West**, **Capital City Paving**, **United Rentals**, **Northridge Excavating**, **FISHER Backhoe Services**, **Global Pro Systems**, and **Old Dart Management**. *Thank you* to all the sponsors, volunteers, and riders who made this event memorable.

Christy Williams Richards.

Alicia Lim Photo by Dale Coull



OOPS !



CLUB NEWZ CONTINUED



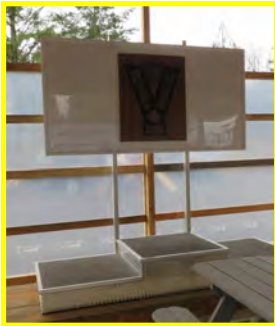
Congratulations are, once again, in order for member **Trystan Hart** who placed first in the First Interstate Bank Center in Redmond, Oregon on the November 9th weekend, going 2-1-1 in the three motos to top Rockstar Husqvarna Factory Racing's **Colton Haaker's** 1-2-2 performance. FactoryOne Sherco's **Cody Webb** placed third overall. **Hart** took a major step closer to locking up his second-straight AMA EnduroCross title with a solid victory.

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It's official **Hart** clinched the EnduroCross overall championship by winning four rounds, the last one at the Angel of the Winds Arena in Everett, Washington. He was dominant in his quest for that championship repeating his 2023 win. Congratulations **Trystan** !

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What a surprise I had when I attended the Reg Shanks Trial to take some pictures on November 24th. As I entered through the new working electronic gate with the VMC logo on both sides, I noticed the parking lot had been totally graded with crushed rock, a much improved look and feeling driving over it. Nearing the pavilion, I could see that plastic had been placed around it to help keep the wind from whistling through. Fluorescent lights had also been installed with electric plugs available. A new Awards stand had been built at one end of the pavilion. **BIG** Kudos to **Mike Hornick** and his crew for all the improvements that have taken place. They enhance and increase the value of Cycle Park and they certainly make VMC members proud to ride there and be owners.



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Trials Des Nations Recap - by Jenn Dickson

A few days before the 2024 Trial des Nations, the Canadian team came together in a small town called Molinaseca (population 818). One of the first things we noticed there was a weirdly steady stream of people hiking with backpacks and walking sticks...on the sidewalk...the town is on a hill headed in and as we turned around to look back, the hikers looked like ants...there were that many of them walking in a line!

Turns out, this beautiful place is located on 'the French Way' route of an ancient

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Trials Des Nations Recap Continued - by Jenn Dickson

pilgrimage called El Camino de Santiago. Interesting to me. Having broken my leg weeks prior to last years' TdN, getting myself to Spain ready to ride had been something of a pilgrimage of my own. I felt grateful and reflective. This was really happening now.



The day before the event was hectic. We lined up for tech inspection and had the usual obstacles associated with trying to compete on a single day in a foreign country. Then we had practice...hundreds of riders competing for space on what seemed like a (very muddy) postage stamp. Then we had section walk where I got bitten by so many bugs, I'm surprised I had any blood left at all. Weirdly, no one else had it nearly that bad. After that, we were off to another nearby town for the parade. Spain loves trials! Lots of people were there watching, cheering, looking for autographs (teehee), and taking pictures. Seeing all the participating countries together with their flags was very cool. But it got late fast, and before we knew it, it was time to get back to our

place for food and rest. Now blink once, and that's how fast it became the following day and time to ride.

It's hard for me to describe the day of the TdN. The whole thing was like a dream...or a runaway train...like swimming underwater...or like being a kid in a candy store. So much FIM blue, so many top riders everywhere. It was blur and it was over SO, SO FAST...but it was also incredible.

There was no warming up. We rode our bikes in circles in front of our tents, then rode up on a stage, got interviewed, waited for our minute, and then were off to Section 1. Then we waited in line for 45 minutes to ride section 2. After that, I could hardly tell you. Just kidding...

For this event, 8 of the 15 sections were stadium sections, right in the village, for all to watch. The obstacles were big, the lines were tight and technical, and the whole thing was just HARD. With the sections so close together, we had large lines to contend with the whole time, and we had to be strategic and fight for our place in line. Generally, I think of trials as being a very polite sport, however, in stark contrast to the 2023 TdN, the 2024 TdN was not polite at all. This year was elbows up, wheels in line, eyes sharp and mean, voices terse and threatening, a battle against time. Out of the stadium sections, we had hills and creeks, and a pro level line just to get from one section to another. Some of us opted to skip that bit...ahem. We did all of that twice, and then it was over.



Melissa Andrist

Aside from every detail in every section, the main thing I remember is how the crowds cheered for and supported us, and how we tried, each and every time, to do our best. In our true form, we rode with heart and grit, and a whole lot of try hard.

I came away knowing I can do better. I also came away knowing how hard it is to compete at that level in that kind of a situation. You can't replicate it. You just have to do it. Personally, I'm mostly proud that two months later and post Canadian National, we can see more people, especially women, being interested in trials competition. I like to think that our efforts have something to do with that.

All that said, we absolutely could not do this without our supporters like many members of the Victoria Motorcycle Club and others who donated their time, money, energy, kind words, training tips, and advice to us. We could not do this without you. So, thank you. Truly. We hope you think it was worth it, and that we made you proud. Till next time. **Jenn Dickson**

(Note:- all pictures by **Pep Segales**) Instagram@pepsegales.



REG SHANKS TRIAL - BY ROGER BOOTHROYD

It was a typical fall day, cool with gray skies, that was in store for twenty-six riders who entered the annual Reg Shanks Trial at the club's Cycle Park on November 24th. The usual formalities took place, sign up, rider's meeting, chit chat, before riders were on their way. Section design was done by **Ryon Bell, Brandon Volk, Matt Fracy and Andrew Watson** having modified the recent CMA National Trial first day checks to suit club riders. There were ten sections which were ridden three times in this reverse score event.

Many Thanks to the sign-up people: **Andrew Bond, Andrew Gow, Rueben Mitchell and Rachael Olsen** as well as the BBQ committee: **Meaghan Symes, Peter Symes, Justin Drysdale, Francois Michaud and Tim Wilson.**

In the Junior class **Nathan Roodenburg** took first place on his Beta with 35 points. Second place went to **Mathew Duggan**, riding a Gas Gas with 114 points. **Cecelia Olsen** on her Sherco was a DNF.

The Intermediate class only had two riders and both were on Vertigo. **Alicia Lim** was first with 36 points while **Braeden Grealy** was second with 90 points.

One of the biggest classes of the day was the Senior Intermediate with seven riders. After the first loop, **Wes Evernden** on Montesa was in second place and tied with **Peter Falk** on Vertigo with 8 points. **Stu Eastman** riding a Vertigo was in first with 5 points. After the second loop, **Falk** maintained his lead with 11 points compared to **Eastman** with 13 and **Evernden** with 14. The third loop proved disastrous for **Falk** who DNF'd and **Eastman** had a 14 point loop for a total of 27 points for second place. **Evernden** maintained his cool with a 9 point third loop for a total of 23 points and first place. Rounding out the podium was **Dave Fair** on Vertigo with 46 points.



Alicia Lim—Photo by Roger Boothroyd



3rd place **Dave Fair** Pic. by **Roger Boothroyd**

The Sportsman class could only entice four riders but **Lucas Longstaff** on Vertigo maintained his lead from the start taking first place with 36 points. Gas Gas mounted **Riley Ferguson** couldn't catch **Longstaff** but managed a second place with 46 points. **Jon Rumley** on his TRS took third with 56 points.

The largest class of the day was the Expert with eight riders. After the first loop, club champion **Thomas Cordner** on Vertigo was in the lead with 9 points. Second place was a tie between former Canadian Champion **Ryon Bell** on TRS and **Brandon Volk** on Vertigo with 11 points. **Cordner** maintained his lead after the second loop with a 5 point loop compared to **Bell's** 5 points. **Volk** slipped back with a 16 point loop. **Bell** caught **Cordner** in the third loop with 9 points while **Cordner** had 11. The two were now tied with 25 points. Both had four "cleans" in the first loop but **Bell** had six in the second loop compared to **Cordner's** seven giving **Bell** the first place. **Cordner** was second and **Volk** was third with 39 points.

The smallest class of the day was the Clubman with one rider. **Rob Edmunds** only had to ride two loops and his total was 5 points with 16 cleans.



A typical section



Full results on our website.

[About - Victoria Motorcycle Club](#)

Rider in a section



CLUB NEWZ CONTINUED

On the evening of November 28th, many VMC members enjoyed a video by Thierry Damilano of the Masala Bikers tour in the Himalaya mountain region showing half a dozen riders on Indian made Royal Enfields ride up to the Pakistani border over some rough terrain called “roads”. The scenery was fantastic and showed how people live in that region. This presentation was in support of the Canada Trials Des Nations Team competing in Spain. Prior to the video, the women’s team manager, **Christy Williams Richards** gave an excellent speech about the history and evolving sport of observed trials with an up to date trials video showing in the background. An enjoyable evening !!

XXXXXXXXXXXXXX

NAME THE RIDER & MYSTERY MOTOR

Dave Thorpe (325 Bultaco) was the first rider to win a World Championship round, seen here competing in the World Championships at Bristol in 1975 . He was a former Ossa and CCM works rider. He competed in the 1975 FIM World Trial near Calgary and was the one rider who encouraged **Gary Nordstrom** and **me** to attempt a rocky outcrop section in the mountains. He also won the 1985 World Motocross Championship.

Blackburne engineers Cecil and **Alec Burney** built complete motorcycles and proprietary engines which were used in numerous English and Continental machines. **Thomas Gillett** was the founder of Burney & Blackburne. The Blackburne factory was in Tongham near Farnham, Surrey. Between 1923 and 1930, riders **Norris, Beart** and **Jackson** obtained considerable success with Blackburne KMA, KMB (racing engine) and KMC (sports engine) powered machines. Blackburne V-twins were built possibly as early as 1913 and until at least 1922. Singles were built until at least 1931. Engine types - M, B, L, D, C, E, F, R, H, TB, V & Z.

1922 singles: 2 ¾ h.p., 2 ¾ h.p., 4 h.p. and the 4 ¼ h.p.

1922 60° V-twins: 695cc, 998cc 1098cc - the larger engines were for cyclecars

1928 350cc SV, 500cc SV

1929 Engines: 500SV Types FK, FKA, FKB. 600cc SV type FL.

1931 Engines: 175cc SV, 200cc SV, 250cc SV, 350cc SV

Blackburne singles were sold to the Italian **Veros** company with their name on the castings c1920-1925.

VINTAGE ADS OF OLD

THE BAKER

Model 60
247 c.c.

SPECIFICATION

Engine—247 c.c. (37 mm x 70 mm). Villiers 2-cylinder with fixed magnets.

Carburettor—Villiers 2-lever fitted with air filter.

Lubrication—Villiers improved automatic feed from separate tank beneath saddle.

Clay Box—Alum. 2 speed with 2 plate clutch lock starter, and tank control.

Tank—Saddle type with large filler cap, finished in black crystalline with BAKER pressure panel. Capacity 2 gallons.

Silencer—Improved Tank straight through exhaust pipe with effective expansion chamber with bellows.

Frame—BAKER patented duplex construction, the only brand (patents being at seat tag and top head tag).

Forks—BAKER brandless blades fitted with adjustable linkage.

Transmission—Bevel-chain.

Wheels—25 x 36. wired on Avon tires on well knur rim.

Saddle—Lyons Aero Elastic.

Carrier—Tubular welded.

Stand—Central prop type, spring up.

Mudguards—Six, 12 sections, beaded edge.

Brakes—Internal expanding. Six, front, disc, rear. Knock-out spindles in front hub.

Chain Guards—Top half guard over flywheel and clutch, deep D guard over rear drive.

Footrest—Adjustable, rubber covered.

Handbars—adjustable, with rubber grips.

Equipment—Large tool box with full kit of tools, including grease gun, tyre inflator.

Finish—Frame, tank, guards and fenders in best bright black; tank, crystalline.

Weight—When equipped with ALL EXTRAS this machine is under 224 lbs.

Price - £35 15 0

ORIGINAL
Crotch Rocket
MOTORCYCLES



BLAST FROM THE PAST:- Commonly known in VMC circles as the Geritol 1 group (minus **Albert Bean** who probably took the picture), this was taken in the Shawnigan Lake area in 1995. This group were active clearing and cutting new trails and organizing events for everyone to enjoy. From left to right they are:- **Howie Sadler, Sandy Vye, Dennis Grimmer, Les Blow** and **Dave Shepherd**. Sadly, **Sadler, Vye, Blow, Bean** and **Shepherd** are no longer with us.

LOHRMANN TRIAL - DECEMBER 15, 2024 - BY ROGER BOOTHROYD

Who could have predicted a perfect day for a trial in mid December ? At least no rain or snow ! Rain for a few days prior to the event made for some slick sections but the weather gods were kind as the



Major Trial—1958 snow !

conditions were perfect for 25 riders to sign up for the last trial of the season at Cycle Park, the VMC's property in Happy Valley.

The course used was the second day of the recent CMA National with some minor modifications so THANKS to the hard working crew consisting of **Ryon Bell, Matt Fracy, Brandon Volk and Andrew Watson...**

Thanks also to **Kevin Ash** and **Hugh Williams** for setting up the Junior/Clubman course and sections which will be re-used as the Twin shock Trial on Boxing Day.

Andrew Bond and **Glen Kakoske** took care of sign-up and score keeping while **Meaghan Symes, Jeff Clarkson and Adrienne Roler** had the

kitchen open for business. **Zach Rochon** repaired the grill which made the fine cuisine possible, *Thanks to all.*

The **Duggan** brothers, **Bensen** and **Bode**, on their Osets, went head to head in the Beginner class and **Bode** came out on top with 56 points. **Bensen** wasn't far behind in second with 64 points. Only two loops for the Beginners.

The Junior class was tightly fought to the end with **Nathan Roodenburg** on Beta taking the top podium spot with 34 points (7 ones) compared to second place **Raquel Cottier** on Vertigo with 34 points (5 ones). In third was **Matthew Duggan** with 107 points



Photo by **Dale Coull**
Third place **Dave Fair**

Vertigo rider **Stu Eastman** led from the start to take first place in the Senior Intermediate class with 21 points. **Colin Stares** on Montesa was second with 47 points. Not too far behind was third place **Dave Fair** on Vertigo with 54 points.

In the Sportsman class it was another hard fought battle with **Syd Irvine** on Gas Gas leading in the first two loops. **Irvine** faltered in the third loop which gave **Riley Ferguson** on Gas Gas a chance to catch up but he couldn't overtake **Irvine** which put him in first place with 28 points. **Ferguson** was second with 30 points. Rounding out the podium was Vertigo rider **John Faa** with 36 points.

In the Expert class, former Canadian Champion **Ryon Bell** lead from the start on all three loops to take first place with 38 points. It was then a battle between **Brandon Volk** and former Canadian Champion **Thomas Cordner** as **Volk** lead after two loops. **Volk** then faltered on the third loop which gave **Cordner** the second place spot with 51 points and left **Volk** with third with 53 points. All three were on Vertigo.

The "fun" class, the Clubman, had a dead tie between **Ian Cottier** on a TY Yamaha and **Mark Roler** on TRS. There was no way to break the tie as both had Zero points and 30 cleans so it was "who had the biggest smile at the end" for first place! Third place went to **Blake Sharples** on Gas Gas with 17 points.



Photo by **Blake Sharples**



Photo by **Dale Coull**
First place **Stu Eastman**



On behalf of the staff of the Victoria Motorcycle Club's newsletter, I'd like to wish you all a **Very Merry Christmas and Health and Happiness** in the New Year. Safe riding everyone. Cheers—Roger

