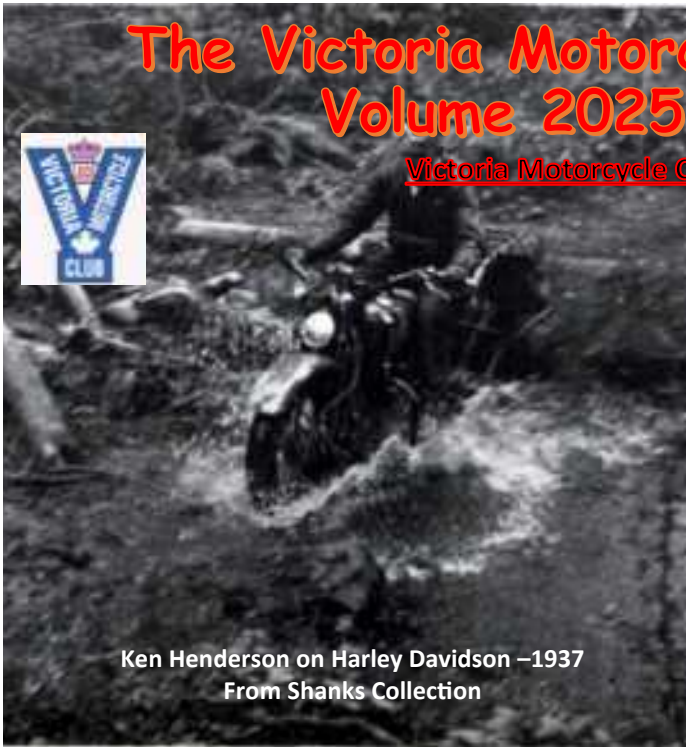


# The Victoria Motorcycle Club Newsletter Volume 2025-4 July (156)

Victoria Motorcycle Club – established 1912



Ken Henderson on Harley Davidson –1937  
From Shanks Collection



Former Canadian Trials Champion  
Ryon Bell  
Photo by Dale Coull



<b>EDITORS MESSAGE—BY Roger Boothroyd</b> <a href="mailto:vicmotorcycleclub@gmail.com" style="color: white; text-decoration: underline;">vicmotorcycleclub@gmail.com</a>	<b>VMC</b> RPO Town & Country, PO Box 48138 Victoria, B.. C. V8Z 7H5
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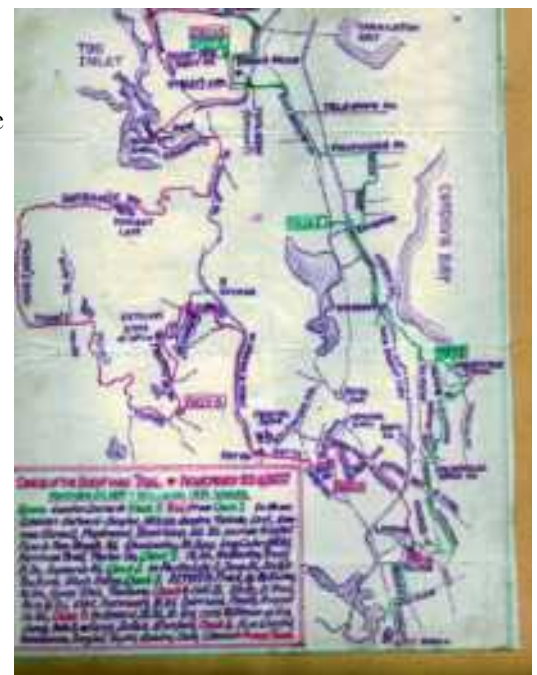
Observed trials began in England when the various manufacturers wanted to test their new bikes on off road courses for reliability, hence reliability trials, so they could sell them to an interested populace. It soon became a competition between the brands using 100 mile courses. It was obvious that the Shanks family (**Richard “Pop” Shanks**) brought the idea to Victoria when they immigrated in 1912 and were involved in the start up of the Victoria Motorcycle Club.

Early VMC reliability trials weren’t easy as the main brands used were Harley Davidson, Indian, Henderson, Excelsior and whatever local riders were using at the time. They were heavy machines and as there were very few paved roads, created some trying moments. These trials courses kept mainly to the lower island area as there were enough obstacles to keep riders busy.

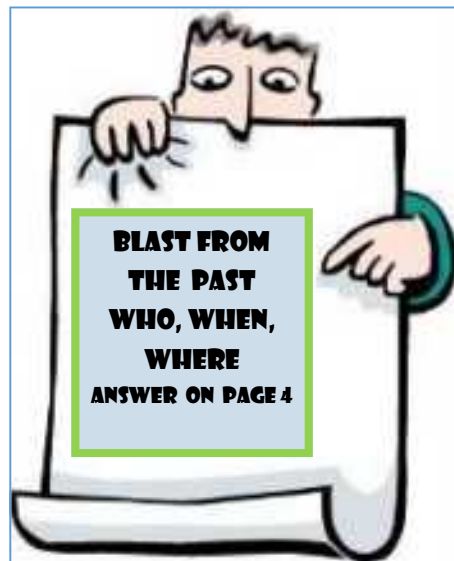
**(Brentwood Reliability Trial course 1937→)**

As time went on, the use of “lighter” weight bikes such as BSA, Triumph, Matchless and AJS, to name a few, were used but even these were heavy to get through the courses which, by this time, were farther afield. All the same for observed trials but lucky for the few who

found the small two strokes, Francis Barnett, James etc. to compete in these types of events. Time marches on with the manufacturing of both two and four stroke trials bikes. The surge in popularity of Bultaco, Montesa and Ossa took over until the Japanese developed the Yamaha TY two stroke bikes. This, in turn, led to the development of new brands such as TRS, Beta, Shirco etc. and of better suspension, water cooling, hydraulic clutches and disc brakes to the bikes we have today. *Roger*



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## CLUB NEWZ

Once again, congratulations to member **Trystan Hart** for his latest win in the US Hard Enduro series. Hart placed first in the Sugarloaf, Pennsylvania Locked N Loaded Keystone 2 event on May 26th, twenty-one minutes ahead of second place.

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According to Moto Canada, June was Off Road Safety month and they were promoting safe and responsible riding for ATVs, off-road motorcycles, and Side-by-Sides all month long. Although the month has passed their tips still apply.

### Always Wear Protective Gear

A helmet, gloves, goggles, long sleeves, pants, and sturdy boots are essential—no exceptions.

### Know Before You Go

Check local regulations, trail conditions, and weather. Ride only where it's permitted.

### Pre-Ride Inspection

Check brakes, tires, lights, fuel, oil, and chain/tension or belts. A quick inspection can prevent major issues.

### Never Ride Under the Influence

Alcohol and drugs impair judgment and reaction time—ride sober, always.

### Respect the Trail and Others

Yield to hikers and slower traffic, keep noise levels down, and stay on marked paths to protect the environment.

### One Rider Only—Unless Designed for Two

Never carry passengers on single-rider ATVs. It affects balance and control.

### Youth Should Ride Age-Appropriate Machines

Children should only operate ATVs designed for their age and size, with supervision.

### Use Proper Body Positioning

Shift your weight for better control, especially on hills and turns.

### Ride at a Safe Speed

Don't outpace your visibility or ability to react.

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Two YouTube videos produced by member Graham Turner at the Nanaimo Wasteland MX track on June 1st. The first one is the morning B riders race and the second one is the "A" race in the afternoon.

<https://www.youtube.com/watch?v=k5DxW2gd2fc>

<https://www.youtube.com/watch?v=0SHxoTYPPFo>



Continued Page 3

## VINTAGE SPEAKING

### A Brief History of the Marque Brand & Sohne

Manufacturer: Brand & Söhne. G.m.b.H. Berlin W 35,  
Kurfürstenstr. 149 1924-1930

Brand & Son built 175cc and 125cc performance two-stroke machines fitted with their own engines, or Bekamo built under licence.

Also sold under the B&S marque, the motorcycles were very attractive and quite powerful, but were another to suffer hardship at the onset of the depression, and vanished.

BRAND



**Beware of a new Amazon SCAM. My husband ordered me some expensive jewelry but motorcycle parts came instead. Thankfully they fit his bike .....**

## NUTS IN MAY ROAD RIDE - BY GRAHAM TURNER

The annual Nuts in May road Ride took place on May 25th on a lovely spring day with NO wet roads. Twelve bikes signed up, a few with passengers.



My daughter **Julia** couldn't make it this year to do the sign-up, so my wife **Bonnie** stepped in, and thanks to her.

This year it was up and over the Malahat which was a lucky choice as there was a tri-athlon going on around the peninsula with several road marshals etc. affecting many intersections.

As usual there were a number of mileage checks and questions to be answered as the route went around the Cowichan Valley area.

Using a complex and devious algorithm (mostly based on the size of the bribe) I arrived at the results as follows. Normally there is a tie breaker at the end where entrants guess how many peanuts are in a jar, but I forgot to take the jar hence first place was a tie between **Mike Iverson** and his wife **Suzanne**—they were riding separate bikes ! In

third place was the team of **Len and Jan Orrico**. 4th—**Mark Walpot**, 5th—**Gary and Elizabeth Nordstrom**, 6th—**Ken Kroppmanns**, 7th—**Doug Cross**, 8th—**Bruce Taylor**, 9th—**Russell Blow**, 10th—**Phil Turner, Dale Coull** and **Shawn Aydee** both DNF.

## CLUB NEWZ CONTINUED



I'm sure most of you know by now that the former World Trials Champion, **Jordi Tarres**, and owner of the TRS trials bike manufacturing, is in a fight for his life with the need of a liver and kidney transplant in June. In the operating room for more than 14 hours, the seven-time world champion has undergone a double organ transplant and as of June 15 was out of hospital and on the way for a lengthy recovery. We wish him a speedy recovery.

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For those that haven't bought the Club's book produced by **Gary & Elizabeth Nordstrom, Barb Lohrmann** and **Roger Boothroyd**, *The VMC the First 100 Years*, better get them while we still have a few left as there is a probability they won't be reprinted. If you would like one, contact **Gary** ([gary.nordstrom@shaw.ca](mailto:gary.nordstrom@shaw.ca)) or **Roger** ([vicmotorcycleclub@gmail.com](mailto:vicmotorcycleclub@gmail.com)) - \$40 no tax. All monies back to the club.

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**No amount of evidence will ever persuade an idiot !**

Continued Page 4

## ADS OF OLD



**BLAST FROM THE PAST:-** This picture just resurfaced, courtesy of the **Gronows**. Forty-three VMC members attending a reunion in 1977. With the preservation of 1927 as the inaugural year of the club, a banquet was held in the Empress Hotel to celebrate 50 years. The club established a committee to plan the event two years earlier. The Empress Hotel's main ballroom was reserved, and invitations were sent out to current and past members. The menu was set, and a band was hired. The cost was \$20 per couple. 184 people attended.

For many years the club used the 1927 date as the start of club business and events and the thinking at the time was that it was the year we became a non-profit society. Member **Barb Lohrmann** did the research and found that 1947 was the actual year. The year 1927 was then regarded as the restart after the first world war.

How many can you identify ?

## CLUB NEWZ CONTINUED

### IN MEMORIAM



**I**t is with sadness that we learned of the passing of former member and Canadian Scrambles Champion (1958) **Tom Richardson** on June 17th in the evening in Nanaimo. **Tom** was very competitive in many of the Victoria Motorcycle Club events in the 50's and 60's. He won the Major Trial from 1959–1963, the Kirk Trial in 1958, the Paper Chase in 1955, the Hillclimb 40 cu. Inch Novice in 1957, the 500 Scramble in 1956 & 1959, the Vern Amor TT in 1956, 1958 and 1959, the Cross Country Championship from 1956–1959, the Men's Activity Award in 1958. He was tied for the Memorial Trophy with former member **Wes Morhart** (RIP) in 1958. Most wins were accomplished on his Triumph 650 Trophy. **Tom**

started and owned the Richardson Foods Group in Nanaimo and was the nephew of another former VMC member, **George Wellburn** who had been President from 1940 - 1948. **Tom** will be sorely missed by family and friends. Our sincere condolences to all.

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## JOE BROWN MAJOR TRIAL - BY ROGER BOOTHROYD

Clear skies and record temperatures greeted the 33 riders who signed up to ride the annual Victoria Motorcycle Club's Joe Brown Major Trial held at the club's property on Happy Valley Road in Victoria on June 8th. The usual ten sections were laid out throughout the property with varying degrees of difficulty for the six classes of riders. Unfortunately there was no Beginner or Junior class entered as these are the classes that younger riders enter to kickstart their enjoyment of trials riding.

Thanks to the committee: Section layout **Kevin Ash, Steve Fracy, Alicia Lim, Hugh Williams, Andrew Watson, Ben Williams and Stu Eastman...**

BBQ duties - **Meaghan Symes, Bill Smith, Tony Wilson and Adrienne Roler** and sign up & scorekeeping **Shannon Eastman & Stuart Whitting**



The Sportsman class had six riders and after the third loop it was close scores between **Riley Ferguson** on Gas Gas and **Jake Eastman** on Vertigo. **Ferguson** ended up in first place with 44 points while **Eastman** had 47 for second. Third place went to **Trevor Metters** on TRS with 59 points.

The Senior Sportsman class definitely was devoid of riders as only two were entered. Both completed the three loops and **Dan Kerr** on a Beta came out on top with 35 points. **Stu Eastman** took second with 71 points.



**Alicia Lim**  
Photo by Paul Gronow

It was the same for the Intermediate class as only two were entered. Both also completed the three loops and **Alicia Lim** on Vertigo took first with 17 points. Young **Raine Fletcher** on TRS was second with 38 points.

In the Senior Intermediate class, the largest of the day with 11 riders, former Canadian Trials Champion **Steve Fracy** riding a Fantic had a clean slate with 0 points lost and 30 cleans. **Tim Jenneson**, a non-member from up island and riding a Vertigo, took second with 14 points lost. Close behind **Jenneson** was another non-member from Nanaimo, **Simon Kitchen**, on his classic Yamaha TY with a total of 18 points for third.



**Matt Fracy**  
Photo by Dale Coull

Former Canadian Trials Champion **Ryon Bell** on TRS hasn't lost his winning way as he led from the start. **Bell** only lost two points after three loops taking first place. Second place was another former Canadian Trials champion, **Thomas Cordner** on Vertigo trailing

**Bell** with 36 points. The closes scores of the event were between **Cordner** and third place **Brandon Volk** on TRS. At the end of three loops, **Volk** couldn't catch **Cordner** and had 37 points lost.

In the "fun" class, the Clubman, riders need only count two loops whether they ride two or three. Vertigo mounted **Chris Hall** chose his last two loops to take first place with 16 points. New member **Heather Westling** on Gas Gas also chose her last two loops to place second with 22 points. Another Gas Gas rider, **Dave Malone** chose his first two loops to take third with 28 points. Full results on our website at:-

[Victoria Motorcycle Club - established 1912](#) **XXXXXXXXXXXXXXXX**

Ever have the wonder lust of seeing other parts of the world by motorcycle ? Alone ? Making a career out of it ? It has been done already by many enthusiasts but here is a link that may get your travelling urges ramped up. It's about a Dutch woman, **Noraly Schoemaker** who, it seems, has the drive to follow her feelings in life. There are many videos in a series of her travels. Enjoy - [Itchy Boots - YouTube](#)



## CLUB NEWZ CONTINUED

### IN MEMORIAM



It is with sadness that we learned from member **Jim Laing** of the passing of his Dad, and former member, **Neil Laing** in the early evening of June 18th. He was one month shy of being 90 on his next birthday. **Neil** was active in the VMC during the 50's and 60's and, for a short period of time, was the owner of Les Blow Motorcycle Sales on Douglas Street before selling it to former member **Joe Brown** (RIP). After that he became a Central Saanich Police Officer. After retirement he started Laing's Lock and Key Service. He will be sorely missed by family and friends.

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### NOTICE TO ALL MEMBERS:-

On June 23rd I was asked by our webmaster **Peter Smither** to send out a club wide email to say that on Sunday afternoon (22nd) our VMC website was subject to a brute force hacking attempt that was successfully blocked. However, in doing so, he had to lock out Membership Portal access. All personal data is safe. An email would follow when portal access is made available to Club members.

Once the Membership Portal is restored and, if you have changed any information regarding your profile i.e. email address, telephone number, etc. please make sure you sign into your "Membership Portal" and update your information. Up to this time, the webmaster has been making those changes for you when notified by me or the membership committee chair. The webmaster will no longer make those changes as it's the responsibility of the member to keep them up to date, much the same as any website account you subscribe too i.e. Bank, telephone, motorcycle parts etc.

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After reading Outlaw **Dave Rhodes** blog about clothing recently, it reminded me of my early days of riding VMC events and what clothing we wore. There wasn't much available in those days, certainly not like today's choices. There wasn't the fancy boots with different soles for scrambles, road or trials. My first boots were ordinary lace up type and I had extra leather stitched on the top to protect my shins. Solid footpegs on the older bikes were common and when a bike rolled backwards they invariably scraped the shins raw. Ouch!

Then along came the rubber Dunlop boots with steel toes and shank in the sole. They were fine until it rained or I had to wade through deep water. When they filled up they were uncomfortable and if the weather was cold, so were they. Some riders would duct tape the top to prevent this. I never imagined that some came without the shank in the sole and that was my last pair that I had. I inadvertently rode the Terra Nova in them and by the end I felt a lot of pain in my arches as they had curled around the foot pegs.

Then there was the clothing aspect—no fancy stretchy pants and Cordura jackets. Jeans, warm shirts and denim jackets or vest and if it rained, perhaps a rubberized suit to cover over it all. The problem was I would sweat buckets in those suits during an event or if the sun was out. The next best thing available was the Belstaff pants and jackets. At least with the Belstaff pants I could tighten them around the Dunlop boots. They were made of waxed cotton and were heavy. They were good when they were new but after a period of time, they needed rewaxing and when they were cold, they were very stiff. Tears were also inevitable if the right stick caught them or if you had to stretch your leg out farther than usual, you might blow the crotch out! Eventually mine was stitched with fishing line which made it look like Frankenstein !!

As time went on and the newer items became available, I treated myself to proper pants, boots for road riding, trials and cross country, Gortex and Cordura jackets and warm gloves to keep my hands from freezing.

The new riders of today have no idea, even if they were interested, what previous riders went through to compete and "enjoy" themselves. All part of memories !!

*Roger*

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## ABOUT FLAT TRACK

(Reprinted from Flat Track Canada website)

One of the forms of motorcycle racing we see or hear very little about is Dirt Track Racing or Flat Track. There is lots on the WWW and YouTube but to see it in real is a real treat that will keep you on the edge of your seat.

**F**lat track racing has quite the history in North America, with its roots dating back over a hundred years . It is considered the oldest, longest-running and most traditional motorcycle racing series, and is commonly referred to as “dirt track” racing.

Its history is intertwined with board track racing in the early 1900’s. Originally, early motorcycles were used to pull bicycles onto 45-degree banked wooden tracks for races, but very quickly they began to replace the bicycles altogether. The motorcycles kept getting faster and more powerful, and pretty soon, the board track races had become too dangerous for both riders and spectators. As a result, race promoters started building oval tracks with earthen banks by hand, and flat track racing quickly became a hit with the North American public.

By the early 1920’s, Harley-Davidson had established its dominance on the dirt and board tracks. This era also introduced “Smokin” **Joe Petrali**, who won every single National Dirt Track Championship race in 1935, and he became the first man in the history of dirt track to win all the races in a series on one motorcycle brand. He also managed to capture five consecutive national championship titles from 1932 to 1936, racing on Harley-Davidson and Excelsior motorcycles.

Flat track racing was reaching new heights in popularity, but then along came the Great Depression. Soon after that, World War II erupted, which caused companies like Harley-Davidson to shift their production efforts. It wasn’t until after World War II that the sport was able to evolve to its current modern structure. Flat track racing, as we currently know it, really started around the mid- 1950s when the AMA came in and established the organization’s first championship. For the next thirty years, flat track racing became the most popular form of racing in North America.

In 1971, the sport saw even more growth when **Bruce Brown’s** motorcycle racing documentary, “On Any Sunday”, brought flat track racing to millions of people on the big screen. Flat track racing exploded even more when **R.J. Reynolds** and Honda poured tons of money into the sport and increased its media exposure. The sport reached its ultimate height when a big TV contract with the Wide World of Sports brought races to living rooms throughout North America. Unfortunately in the mid 1980s, motorcycle road racing and motocross started to take over, and flat track racing saw a decrease in hype.

Flat track racing has been making a comeback in recent years, and this is due to a variety of reasons that make the sport unique from others. Flat track racing has an atmosphere all its own, as most events don’t occur in multi-million dollar arenas but are held more at grass-roots locales like fairgrounds and speedways. Riders also enjoy more longevity in the sport than with other disciplines. Many riders don’t even begin to peak until their thirties as they learn the racetracks, learn their bike’s setup, and work with the same mechanics for years. Also, the fact that riders compete against each other every year creates a very high level of respect among competitors. Flat track racing also differs from other races in its accessibility to the riders. Riders often hang out in the centre pits after events and fans can approach them for autographs. Flat track racing is making a comeback, and you do not want to miss out on this!

Many of you may not be aware but we have amongst us a Canadian Flat Track Champion. It is **Peter Grant**, known as the *Rubber Ball Boy*, who earned the #1 plate for the 750 Expert class in 1979 and 1980. **Peter** was inducted into the Canadian Motorcycle Hall of Fame in 2013 but will be leaving us soon for Eastern parts. **Dave Fair** was also one of the ones to “slide” around the Dirt Track.



## TRIALS DES NATIONS VMC SCHOOL - BY BRANDON VOLK

**O**n the weekend of July 8th & 9th, the 2025 TDN Trials Team hosted it's annual trials school hosted by the Victoria Motorcycle Club. The school was well attended with twenty riders on Saturday and ten on Sunday. The team was extremely grateful for everyone who showed up as all the proceeds to towards sending our Canadian riders to Tolmezzo, Italy in September.



Having all different skill levels from novice to advanced, it was great to see everyone in great spirits improving their skills with top notch coaching. Team member and former TDN rider **Christy Williams Richards** (minder) was in attendance coaching and critiquing everyone's riding, as well as 2025 team members **Matt Fracy** (minder), **Alicia Lim** (rider), and **Brandon Volk** (rider) were all in

attendance coaching and assisting the school to run smoothly. The team was lucky to have former Canadian champ/ US Pro trials rider **Ryon Bell** in attendance coaching, which was exciting for the group to learn from the best.

Overall the weekend was great, lots of happy faces and the odd crash! The team would like to thank the VMC for donating the use of their property for the school, and to everyone who came and rode for supporting the 2025 Trials Des

Photos provided by **Brandon Volk**. Nations Team . *Brandon.*

### CLUB NEWZ CONTINUED

#### IN MEMORIAM

**I**t is with sadness that we learned about the passing of former member **Keith Dinsdale** in July. **Keith** was a carpenter by trade and worked for Farmer Construction for years. **Keith** was active in the club during the 50's and 60's. He was friends with former member **Wes Morhart** (RIP) and served as the mechanic on **Morhart's** bike before the Mt. Douglas Hillclimb. Our condolences to the family.

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#### Minutes of the Regular Meeting

Held on June 17, 2025, At Barnes Harley Davidson

#### In Attendance

President: **Dave Horner**, Treasurer: **Graham Twigg** Secretary: **Rachel Olsen**

Directors: **Ryon Bell, Brent Donaldson, Kevin Ash, Rhys Hathaway,**

Regrets: Past President **Ben Hircock**

Committee Chairs Newsletter Ed. & Communications Chair- **Roger Boothroyd**

Membership Chair - **Alain Ducharme** Trophy Chair - **Rachel Olsen**

Called to Order By President at 19:30h Reading of Past Minutes: 20 May 2025 **Rachel Olsen**

Errors or Omissions: • Nil **MOTION:** Accept minutes by **Roger Boothroyd** **Seconded:** **Peter Grant**

**CARRIED**

#### **BUSINESS ARISING/OLD BUSINESS**

**Gate Replacement - Dave Horner** • Will be reinstalled by Next Thursday **MOTION: None required**

**UPCOMING EVENTS** TDN Trials School July 5 & 6 Boomer Trial July 13th

VMC Campout July 18th-20th & Vintage, Classic and Collector M/C Show Hill Climb - October 5th

**PREVIOUS EVENTS:** Nuts in May Road Ride - **Roger Boothroyd** • May 25th 2026 • 12 Entries- \$140

raised in entry fees • Had to change route due to a tri-a-thalon •



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## June Minutes Continued.

Winners: Tied for 1st - **Mike and Susan Iverson** 3rd - **Len and Jan Orrico**

**Joe Brown Major Trail- Dave Fair** • June 8th • No junior or beginner riders • Good turn out. Results on website • Entry fee was not given for deposit

**VIDRA BC Trails day - Tansky - Tony Wilson** • 30 volunteers each day turned out • Bridges to be installed • JR Trail worked on and other trails

**TREASURER MONTHLY REPORT- Dave Horner**

• No report given as treasurer away MOTION: None Required

## **COMMITTEE REPORTS**

**Website - Peter Smither**

- Volunteer categories updated with Trail Maintenance (Solo & Group)
- Address on the website will be updated due to inaccuracy
- While at the meeting members tried to log in and an error 404 was reported on all the Android users. **Peter Smither** to investigate.



**Membership- Alain Doucette**

- Waitlist at 2 years - reached out to everyone on the list one will wait and the other wont wait
- 13 have paid the fee
- 34 people with conditional active memberships of that 1 jr and 8 youth. Will look and see if they have done their hours before they can come off conditional
- Question **Eric Pagel**: How may current members? Answer 496
- Need to lose 97 members before we can let in the waitlist

**TROPHY COMMITTEE - RACHEL OLSEN**

- No Report

**NEWSLETTER ED & COMMUNICATION - ROGER BOOTHROYD**

- No report

## **NEW BUSINESS**

**TDN TRIALS SCHOOL- Ryon Bell**

- Poster is coming Event is July 5th & 6th
- If upper part of the park is closed due to fire ban they will just use the lower lot.

## **MINUTES/AGENDA ITEMS: AGENDA FOR UPCOMING MEETINGS**

- **Ken Kroppmanns** - We need to have agenda for upcoming meetings.
- **Bill Tripple** - Felt blindsided by the motions brought up at the last meeting. Club needs better communications about upcoming changes that are going to affect the club. We get emails about upcoming events but not what is going on in the meetings.
- **Robyn Cromley** - Minutes are great but an Agenda is needed to keep on track  
Decision: Club Secretary to utilize social media and emails to send out requests for meeting agenda items one week before meeting. The secretary will send the agenda out after the Executive Meeting (previous Thursday) in advance so people can prepare and know what to expect including time estimates for each agenda item to help members plan their participation. Clearly state the meeting's purpose.

**Membership Cap Changes - Discussion**

**PREVIOUS MOTION:** To change the membership cap to 400 members, keep waitlist and accept no new members till the total membership is below 400.

- **Ken Kroppmanns** - Cap seems ridiculous. How do we foster motorcycling? The Club is more than "the property". Asked how many people actually use the property? No answer given as Key FOBS can not give data
- 300 keys given out
- **Peter Grant**- I don't believe in the cap. 5 years ago the club was half the size. What we don't have is active volunteers. We need to change it. More members should be more helpers. We are supposed to foster motorcycling.
- **Scott Lawson** - He is not a super active member of the club property. Would it be possible to tie membership with the use of FOBS? No answer given

**Continued Page 10**

## June Minutes Continued.



- **Scott Lawson** - I have done work parties but none of the work done has been tied to erosion  
**Big Wheel Bike run trial tires previous motion- Tony Wilson**  
**Motion:** To revoke the previous motion of “requesting all Big Wheel bikes 110 cc or greater run a trials tire”. Seconded by **Andy James** Vote: majority for ; 2 opposed - **CARRIED**
- **Andy James** - Looking to find a better way not banning tires. Erosion is there but we need something else. We need to collectively come up with something.
- **Landon Kelley** - Potential challenge of making large policy change of this decision. Should have been brought forward as a special resolution. This is not a rule change but a policy change. Anything that restricts the activity of a member has to be a resolution; it is not a rule change.
- **Franklin Howe** - The BC Societies Act, Specifies that a society can only restrict the activities of itself or its members via bylaws. "Rules" passed must be part of the bylaws if they are to be enforceable, regardless of if the membership votes on it. Should the board try to enforce a "rule" that has not been formally added to the bylaws through a general meeting and a special resolution, with all required notice given, the rule is said to be "ultra vires" (beyond the legal authority). Such enforcement would be challenged via the Civil Resolution Tribunal.
  - Bylaws are not allowed to “ping” back and forth. The Society Act - stops conflicts so we can fairly vote. If we do a special resolution and it can't be revoked on for a year.
- **Rhys Hathaway**- Thank you for showing up. One of the many issues that don't get resolved. We need to get everyone involved. Volunteering is the battle. We need to get people to show up to get things done. People use the property. We need more people to the meetings and more opportunities to contribute. The intent was not to deter Enduro Riders. We need to come up with solutions.
- **Tony Wilson** - It is daunting when you get a plan but it will make things less stressful when you have a clear plan.
- **Peter Grant** - If the society act says it should be a resolution then we need to revoke the last motion.
- **Brent Donaldson** - I have been on 15 years on the executive and the last 4 years for orientation. There has been a large influx of members. Our property is on a hill. We have to collectively come together or any thing that happens ends up in the parking lot. Weather such as atmospheric rivers are also reason we are seeing erosion. We need to discourage members if we see them doing something that is bad for the property.
- **John Holton** - The property has trials value. Increase my membership to buy everyone trials tires.
- **Ashley Goodwin** - How are we supposed to change tires every time? I have a family that would require many tires. What we don't have is direction on maintenance. (note: would love a free tire) People need to show up for maintenance.
- **E Corrie** - Tansky has a master plan. High number of people showed up because of the plan. People come out prepared. 30 people each day over 2 days. Bridges were put in/trails/bush cut. Things start happening because of proper plan. It needs a leader.
- **Peter Grant**- Same issues over and over. This is positive dialogue. Trails are organic at the club. We need a plan.  
**Dave Horner** - Agreeing not to implement the trials tire. If it comes up again we will make it an extraordinary resolution.

## Trail Holistics

**Motion:** To Consult with Trail Holistics for Master Plan for the VMC - motion **Tony Wilson** Seconded **Klaus Kreye** One opposed; rest for CARRIED

- **Tony Wilson**- VIDRA looked for outside help to deal with the Tansky erosion and planning. Outside training to help manage the plan.
  - **Tony** has contacted Mark at Trail Holistics (did the Tansky master plan a 70 page document) - he is willing to work with the VMC for a Master Plan.
  - Trail Maintenance has to be brought back
  - We need solid solutions and a plan to do

Continued Page 11

## June Minutes Continued.

- Master Plan there is a financial cost
- **Ken Kroppmans** - is erosion worse? If so then our current plan is not working and eliminating bikes won't fix the problem. Maybe we need a bigger place?
- **Eric Pagel** - When can he come? **Tony Wilson** to contact
- Secretary to send Master Plan to Tansky to Executive



## **FALL ENDURO- Andy James**

- Would like a committee of 10 people for the fall to run an Enduro at Tanksy maybe something like the "Kirk"
- **Franklin Howe**- VIDRA will Co-Host with the VMC for insurance purposes

## **WESTCOAST RIDE TO LIVE - Rick Kool**

Motion: To buy a \$1000 membership - motion **Rick Kool** Seconded **Brent Donaldson** zero opposed; rest for **CARRIED**

- Asked to approve a \$1000 membership for the Island Prostate Centre Westcoast Ride to Live September 7th.
- For noting other donations we give \$1000 for Cancer and Trials Des Nations

**Next Executive Meeting: July 10th, 2025**

**Next Regular Club Meeting:** - Tuesday July 15th, 7:30 pm, upstairs at Barnes Harley- Davidson Langford

**MOTION:** To adjourn **Brent Donaldson** Seconded **Landon Kelley** **CARRIED**

Adjourned at 2048 hrs.

## **THE "BOOMER" TRIAL—BY PAUL GRONOW**

The 3rd annual Boomer Trial was held at the Cycle Park on Sunday, July 13th, 2025. A wonderful day was spent celebrating the life of **John "Boomer" Gronow** who was a VMC Life member from 1961-2022. The event was a classic trial that included vintage twin shock and vintage mono shock bikes.



**"Boomers" Stuff**

The day began with 14 riders and over 40 spectators celebrating Boomer and all things Australia. **Boomer's** memorabilia filled the VMC pavilion while Aussie music played throughout the day.

The trial consisted of two loops of varying degrees of difficulties with a "Koala" line or "Roo" line as options for the riders. Highlights included **Gary Nordstrom** riding his 1975 Yamaha TY250 which he purchased brand new 50 years ago. **Mark Roler**, who celebrated his birthday on the day, narrowly edged out his brother,

**Brent Roler** and **Ron Wilson** for the twin shock victory. **Steve Fracy** triumphed over his brother **Dave Fracy** with **Mark Miller** taking 3rd place on the "Roo" line.

The **Boomer** trial was not only an event for riders but included activities for the spectators as well. A "Find **Boomers** Stuff" scavenger hunt and Aussie quiz saw a variety of **Boomer's** goodies hiding in the sections. Riders and spectators had to answer Aussie questions and locate objects 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. Spectators then returned their question sheets for some



L-R **Gary Nordstrom, Ron Wilson, Mark Roler, Paul Gronow, Brent Roler**  
Photo by **Karen Gronow**

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## THE “BOOMER” TRIAL CONTINUED

popsicle prizes which helped cool everyone down from the 30 degree heat.

The riders also had to find **Boomer’s** stuff and answer Aussie questions in order to not lose points in the trial. Section #13 was a special Corn-hole game in which the riders had to throw a bean bag into a bucket through a vintage VMC wooden logo. Each miss caused the rider to lose a point to a maximum of 5 points on their score card. The games proved to be hit with everyone and helped to make the day even more memorable.

This year’s **Boomer** trial also included special Boomer T-shirts. The design was based on a photo by **Gary Nordstrom** of **Boomer** and **Bill Smith** at a sidecar trial from the early 1970s. Every rider received a shirt with sign up. Spectators purchased the remaining collector T-shirts which were sold out by the end of the day. A new design of T-shirt will be part of the 2026 Boomer trial next year. Special thanks to **Dave Horner and Family** for running the BBQ lunch for everyone.

Shoutout to some of **Boomer’s** best mates for popping out for a visit including: **Jim Fracy, James Brown, Monte Belson, Graham Turner, Matt DeTurberville and Dallas Perry.**



### Twin Shock (Koala Line)

1. Mark Roler (Honda TL250) - 10 points
2. Brent Roler (Honda TL250) - 11 points
3. Ron Wilson (Ossa 250) - 13 points
4. Stu Eastman (TY250) - 14 points
5. Roly Fletcher (TY175) - 15 points
6. Bill Smith (Bultaco Sherpa T) - 16 points
7. Gary Nordstrom (TY250) - 23 points
8. Bob Fredrickson (TY250) - 25 points
9. Blake Sharples (TY250) - 25 points

### Vintage Mono Shock (Roo Line)

1. Steve Fracy (Fantic 305) - 6 Points
2. Dave Fracy (Beta 250) - 9 points
3. Mark Miller (Beta 250) - 14 points
4. Paul Gronow (Beta 250) - 15 points
- 5 Logan Hitchens (Gas Gas) - 16 points



Sections laid out by **Paul Gronow, Blake Sharples and Logan Hitchens.**

Event committee/support included—**Steve Fracy, Dave Fracy, Bob Fredrickson, Heather McClean, Dave Horner and family, Brent Donaldson, Dale Coull (photography), Quynh Bui, Ethan Thompson, Corrin Chapeskie, Jason Bobroske, Davian Gates, Griffin Stothart, Hayden Black, Elizabeth Nordstrom, Dallas Perry, Roger Boothroyd, Liesa Nielsen, Bill and Pat Smith, Rylan Brown, Isak Nordstrom, Karin, Kayla and Julie Gronow.**

**Thanks to everyone** who helped make the 2025 Boomer trial a wonderful success! Looking forward to next year’s Boomer Trial on July 12th, 2026.