



Victory ROADS

Victory Riders Calgary Newsletter



**Next Meeting
October 16
10:15 am
Lighthouse Pub
1140 137 Ave SE, Calgary
Breakfast Meeting with
possible ride afterward,
weather permitting.**

Welcome to our new members

Victory Riders Calgary now has 371 members, according to our Facebook site.

Members who joined in the past month include:

- Glenn Mcgrath
- Sophie Rawnsley
- Michelle Roddy
- Tom HW
- Karyn Carlson
- Tom Fredericks
- Chris Smyth
- Ama Lia
- David Kent
- And goodbye to one spammer who tried and failed to get in.

Let's stretch this riding season out as long as we possibly can

**"Any time you can ride into October, it's a good riding year."
-Often-heard comment**

You don't need to be told that Calgary has experiencing an extended riding season. The optimists are talking about another "riding in every month" year, while the pessimists are saying, "We're going to pay for this later."

Whichever camp your ass is in doesn't really matter; we're just enjoying this while we can. We have a Club meeting scheduled for Sunday, October 16 (early this month because we haven't had a sit-down meeting in a while.) Weather permitting, we'll get in a ride afterward, maybe Bragg Creek for coffee or Longview for adult beverages. Current prediction is 22C and sun, but we know this is Alberta.

If we pull that off, it will be the latest in a series of great (and one not-so-great) late-season rides. Some of those are detailed in this issue of Victory ROADS.

Many people say Autumn is their favourite season for riding. Victory motorcycles seem to prefer it; the cooler weather keeps

the oil at a nice, low operating temperature. Riders like it because Autumn is the most colourful season, particularly here in the Foothills.

But...

All good things come to an end, including riding season. In this issue there's an article on winterizing your bike. Everyone has her or her own idea of the best way to do this, so feedback is invited, either here or on our Facebook site

Also in this issue Road Captain Big Don continues his series on the importance of road captains to a club. In addition to his Club Captain's Rides, he has instituted a series of Pop-Up Rides through the Ridin' Alberta Facebook site.



Tips for Winterizing



Riding season will end sometime...

Step 1: Inspect your bike from stem to stern, every nut, bolt, electrical, wire and cable. Do any needed maintenance.

Step 2: Find good, secure winter storage, heated if possible.

Step 3: Change the oil. (No, you don't have to do it again in the Spring.)

Step 4: Drain fuel or put fuel stabilizer in a full tank.

Step 5: Keep your battery charged with a smart charger.

Step 6: Wash, wax, and clean your bike

Step 7: Clean and lube any moving parts.

Step 8: Plug your airbox and muffler to keep mice out (don't laugh, it happens.)

Step 9: Put your bike on stands to prevent tire flat spots.

Step 10: Cover your bike.

Step 11: Hibernate and dream about that first ride of the new season.

Have your own winterizing tips and tricks? Let us know. See below.

Contribute!

Send your stories, photos or story ideas to:
VictoryRidersCalgary@gmail.com

How about a photo and write up on your bike? Why and how did you pick that one? What modifications have you done?

Got something for sale (Victory-related)?

This is the place for it.

Waterton or Windyton...

What we were Thankful for



One of the more thankful things about the Thankful Ride is that we were thankful it was over.

Ever have one of those rides were things just don't go right? Victory Riders Calgary had one on October 10, the Thankful Ride

Seven Victories, two Harleys and a Honda headed out with the best of intentions to have lunch at Waterton National Park and tour through the autumn finery of the Crowsnest Pass.

We were doing okay as we cruised down Highway 2 and through Nanton. Things started to go sideways when we turned right on Highway 533 and headed toward the Nanton Pass to Chain Lakes.

There was a traffic jam ahead on 533 and a very large amount of fresh cow droppings on the road. When we got to the jam, we realized some ranchers were driving a herd of cattle down the highway. We inched our way along until, the herd moved off into a field where - everyone hoped - they were waiting to be taken to a slaughter house.

That left the traffic jam to deal with including two low-boy semis that we were able to finally get past near the summit of the pass.

Things were good again until we hit Highway 22. The wind picked up and increased all the way to Pincher Creek. There we picked up three more Victories and a Yamaha. With a new load

of gas, we headed for Waterton National Park.

At the park gates, wind was gusting to 70 kph, so we headed for lunch at the Kilmorey Lodge. It turned out to be the only restaurant open in a town crammed with long weekend visitors. There was a 40 minute wait for a table and no, they can't accommodate a party of 14. No lunch.

So we did a circuit around Waterton and headed up to admire the view from the Prince of Wales Hotel (closed for the season.)

The hotel is at the head of the lake which created the perfect wind tunnel effect, strong enough to blow bikes over and rip the windshield off one of the Harleys. We scrambled out of there, headed back to Pincher Creek for food. Many headed for home at that point. Not much was open in Pincher, so some of us hit the A&W; anticlimactic.

We took Highway 2 home, battling a tiring wind the whole way. Adventures are never fun when you're having them.



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Upcoming Rides & Events

October 16 - VRC Breakfast Meeting

Lighthouse Pub, breakfast and ride, weather permitting.

Autumn Colours

September 25 saw 19 bikes head out for the annual Autumn Colours Run. The traditional route was up Highway 40 and over the Highwood Pass, Canada's highest paved road.



Road Captain's Report

by Big D
September 2022

We skipped the September newsletter (too busy riding), so I have combined both August and September's report into one. Amid the club rides I managed to fit in a few Road Captain rides for our group:

- Hwy 1A and Hwy 40 (Highwood Pass)
- Hwy 1A and Bow Valley Parkway
- Radium Loop
- Bearberry Loop

I also managed to get over the Road to the Sun (Logan Pass) during this time, but unfortunately not as part of the VRC.

Summer has left and now we are into the fall. Colder mornings means rides have to start later in the day (I don't have any cold weather gear); so rides will be shorter but I will keep hosting until weather states otherwise...



Watch for our ride event postings on our FaceBook page and if you have any requests please feel free to reach out to me at jumpmaster@shaw.ca.

Keep your head on a swivel and ride safe...

Congratulations K-D and Mike



In what has to be a Club first, two of our members got married. Club Secretary Kim-Diane and member Mike were married on September 20. All the best you two!



Don't get caught without your VRC Challenge Coin. \$15 (cheaper than buying a round.)

Roles & Duties...

Being a Road Captain - Planning

by Big D

In my last new article on being a road captain (RC), I discussed some of the skills or qualifications that would come in handy if you are considering becoming a RC. The next chapter is around planning – which is probably the most important aspect of leading a group of motorcyclists on a trip.

It's easy to plan a trip for one or two friends – get on your bike and ride, but when you can have 10 or more riders, various skill levels, different types of motorcycles, distances to be ridden, overnight or cross-border trips, medical issues, weather, bike issues, as well as a variety of other factors, being a RC becomes somewhat complicated.

As an RC, here is a list of things that I consider (for local rides) when prepping a ride:

1. Date – you will get more riders on a weekend/day off than on a workday.
2. Time of year – early spring/ late fall mean colder mornings later starts. Summer you can start earlier.
3. Weather – check a number of apps to confirm weather (although it can change in a heartbeat).
4. Timings – I typically have two timings for meeting
 - a. The first is the meet up time (usually 30 mins prior to leaving)
 - b. The second is the departure time (or kickstands up)
5. Meet up point
 - a. I like gas stations as everyone can then start on a full tank, grab drinks, bathroom, etc.
 - b. Plan a meet up point that is easy to get to or find.
6. Route – planning a route is key to a great trip. It is not possible to go into the intricacies on this article, but I will put one out in the near future.
7. Route Stops – there are lots of different types of stops – fuel, bathroom, medical, as well as the all-important lunch stop. Funny how people get growly when you don't have any of these. Sometimes there may be scenic stops, bathroom



stops, yadda yadda yadda
 8. Points to note – Sometimes I will post details about the ride with respect to road conditions or types, wildlife, stops, gas stations, etc. It is general information that riders can review to see if they are interested in attending the ride.

9. Questions – folks may have questions about the ride so make sure you respond if and when they occur.

I think being a road captain



should include an apprenticeship aspect to it. People interested in becoming an RC are assigned to an RC to get an understanding of the work that goes into planning a ride which will aid them immensely when their turn comes to lead.

In closing, the more planning that goes into a trip the better the outcome. As you gain more experience in planning these trips, the easier it becomes.



How many more of these are we going to get? Only Mother Nature knows.