



Victory

ROADS

Victory Riders Calgary NEWSLETTER

Busy year ahead...

VRC Executive re-elected by acclamation



Okay, they may not be ready to be memorialized on Mount Rushmore just yet, but your returning executive for 2024-2025 are, from left, Drifter Don, President; Kim-Diane, Secretary; John B, Vice President; and James H, Treasurer.

Victory Riders Calgary's executive was re-elected by acclamation at the Club's Annual General Meeting February 25.

Your 2024-25 Executive are:

- Drifter Don – President**
- John B – Vice President**
- James H – Treasurer**
- Kim-Diane - Secretary**

After the executive was re-installed, Prez Drifter Don thanked the membership on behalf of the Executive. He said he took the re-elections as a vote of confidence in the job the executive is doing.

He said the Club is looking at a **very busy ride and event schedule** in 2024 and he is anxious to get at it.

The Prez passed around an updated **Rides & Events Schedule**. Dates for most of the events are set with the exception of some Club overnight rides including Kaslo Curves.

Club looking to expand Executive

Victory Riders Calgary is looking to expand its executive.

At the February 25 Annual General Meeting, President Drifter Don presented a **resolution** calling for the Club to **add three or four Director-type positions to the Executive**.

"There are a number of reasons for this," he told the AGM after the motion was seconded. Primary among them is to bring a **wider perspective** to the Club

management. A larger executive means Club activities would be planned and decisions would be made with **more input** from people with different outlooks and experience.

He told the meeting about one organization he was part of where the executive and decision making shrunk to just a few people who eventually **burned out**.

"A larger executive will bring in **fresh ideas** and spread the work

Next Event

Lunch Meeting

March 23

Noon

Winkin' Owl Pub

13750 Bow Bottom Trail SE, Calgary

Note Date Change!

Your risk tolerance...

Winter riding - How much do you push it?

by John B, Vice President

Have you ever watched the videos of ironworkers on skyscrapers?

That has been my chosen profession for the past 25 plus years. When I started, there was no mandatory fall protection. We didn't fear the height, but we still needed to respect it. Each of us sees hazards differently. We call that **risk tolerance** and what seems risky to you may seem less risky to others.

Risk tolerance in riding motorcycles is no different. We all know riding can be hazardous, and yet we ride while others will not. Some ride without helmets and some with full gear. Why? Risk tolerance. **We all perceive hazards differently** and protect against the hazards differently. Now, keeping this in mind let's get to the gist of this story.

I am sure by now many of you know I like to ride year round. Winter brings a **whole new level of risk** for us motorcyclists. Like ironworking, I know the risks, try to foresee hazards, and mitigate them. In construction our first choice to mitigating hazards is to eliminate it. The only way to eliminate all risk in motorcycling is to not ride and that's **not going to happen**. In no particular order, the risk/hazards I consider when riding in the winter are the cold, road conditions (ice, salt, gravel and road temperature to name a few) and other drivers.

I generally will not ride much below freezing and here in Alberta we are lucky enough to get chinooks that can get the ambient temperature easily in to the teens (not freedom units). To combat the cooler temperature, I **dress in layers**, wear a full faced helmet and only do short rides around 100+/-



For some, this may be a dream come true or a frozen nightmare.

km. When I get older, I may even consider heated gear. The road and tire temperature are also a **concern** and for the most part only change how conservatively I ride; no hard acceleration or braking. I also tend to ride straighter roads, not really that hard around here.

This year I also switched to the **dark side** which can also be a risk to some, but to me it has the bonus of better grip. My rides are almost always on roads I have already traveled by car/truck and looked for areas with accumulated gravel, clear of visible ice or snow, and mostly dry. I also avoid areas that are shaded by trees or buildings as they can cause wet roads to freeze even at above-zero temperatures.

Other drivers are always a concern no matter the time of year. They can't see us at the best of times, let alone in the winter when they don't expect us at all. I try to avoid high traffic areas (the city) and stick to open roads. I also don't ride at night, not only because of the dark or other drivers but seeing unexpected obstacles can make evasive maneuvers more challenging.

Winter riding for me is mostly just an **extension** of the far too short riding season and even the shorter rides are a way to bring peace to my life. I don't really like the term "wind therapy" because therapy to

me is something that is treated by professionals whereas riding brings me the same feeling as some of the other activities I enjoy that can be very solitary even though I may be in a group.

Ironworking at times has the same **peaceful** moments for me. When I'm high above the streets I can hear all the sounds around me, but they appear faint and inconsequential. It is like I'm in my own little bubble where nothing else matters.

Is winter riding a safe endeavor? **Not entirely**, but I believe with some extra attention to what's going on around me and the unfavorable conditions, I can ride as **safely as possible**. I am not a thrill seeker but likely have a much higher risk tolerance than a lot of other riders and I am not saying this is safe for anyone other than myself. We all need to **evaluate the hazards** and determine the acceptable level of risk we'll tolerate to achieve what **makes us happy**.



John B's snowmobile of choice is his Victory Cross Country, with a car snow tire on the back.

We don't eat gas station burritos - normally

By Drifter Don

A man named **Ryan Cooke** has written/drawn a **comic book** (graphic novel) called **Gas Station Food**. He writes and draws about his adventures eating a-la-counter at gas stations and convenience stores in New Mexico.

This sparked considerable conversation about **eating on various motorcycle trips** in the past; the highlights and the low lights.



Club members who have done local flips know we hit classier joints like the **Mossleigh Saloon, Twin Cities** in Longview, **Fire House** in Langdon, **Water Valley Saloon; Last Chance** and **Country Cousins** in Linden. Never been disappointed. A little farther afield is the **Rum Runner** in Coleman, **Tim's Fish and Chips** in Creston, **Twin Butte General Store, Perry's Pizza** in Cranbrook and **Moose's** in Kalispell; great pizza, just don't order water.



Fast food joints are off the table unless it's **coffee** at McDonalds. This is more of a guideline than a rule.

One memorable trip through Utah, Wyoming and the Dakotas, we vowed we would eat only **buffalo burgers**. What a stupid idea that was. If I never see another buffalo burger, I'm fine with that.

My favourite all time road meal was mutton, corn and fry bread cooked on barbecues beside the highway in **Navajo country** north of **Monument Valley**, getting to know the locals.

Seeking out mom-and-pop cafes has produced amazing results. In **Annie's Café** is Butte. Montana, I had the best hot hamburger sandwich I have ever had anywhere. Period. The sadly now-closed Renegade Café in **Starbuck, Washington**, served the best hamburger ever. Across the street is great peach pie.

And the worst? Lots. The **worst** Mexican food ever was in Cuba, New Mexico. That was unexpected.



The **best** Mexican was in **Everett, Washington**; although **Santa Fe, New Mexico**, and **Spearfish, South Dakota**, were right up there too. We had **mountain oysters** in Custer, South Dakota, and great steak sandwiches in **Cooke City**, outside of **Yellowstone**. They were real sandwiches, a steak between two slices of bread. No knives and forks.

We have hit a lot of really good **barbecue** places. One in **Jerome, Arizona**, stands out, as well as one in **Colorado Springs**. Pretty decent one in **Columbia Falls, Montana**, too.

Where will our appetites take us this year? I know it **won't be** out for gas station burritos.



Upcoming Rides & Events

March Lunch Meeting
March 23, Saturday
 Winkin' Owl Pub, **noon**

NOTE CHANGE OF DATE

Contacts

- President - Drifter Don
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- Vice President - John B
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- Secretary - KD Berthelet
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- Treasurer - James H.
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- Road Captain positions open

New members

Victory Riders Calgary now has 556 members, according to our Facebook site.

Scammers are among us. We can stop them from posting, but don't fall for any **fake friend requests**. See Scammer article on Page 5.

Welcome to our (possibly real) new members. Hope to see you on the road with us.

- Nathan-Tanya Drews
- Robert Horton
- Tereza Laus
- Dealz Ready
- Glenn Willis
- Mark Davies
- Stacey Badgley



2024 Rides & Events Calendar

Thanks to booths at the Calgary Motorcycle Show, we were able to confirm the dates for a couple more events on our calendar including Ill-Fated Kustom's Kick Start Show and the Blue Knights' Honour Ride.

| Victory Riders Calgary Ride & Event Schedule 2024 | | |
|---------------------------------------------------|----------------------------------------|----------------------------------------------------|
| Colour Code: | GREEN - VRC Events | |
| | YELLOW - VRC Participation or Interest | |
| | BLUE - Victory National/Regional | |
| 28-Jan | VRC Meeting/ Lunch | Winkin' Owl Pub |
| January 26-28 | Edmonton Motorcycle Show | Expo Centre |
| February | Move The Soul Community Bike Show | Cancelled |
| February 2-4 | Calgary Motorcycle Show | BMO Centre, Calgary |
| 25-Feb | VRC Lunch Meeting/AGM | Winkin' Owl Pub |
| March 1-3 | YEG Motorcycle Show, Edmonton | YEGmotorcycleshow.com |
| 24-Mar | CVMG Swap Meet | Red Deer |
| 31-Mar | VRC Meeting | Winkin' Owl Pub |
| 24-Apr | VRC Meeting | |
| April 3-7 | Arizona Bike Week | Scottsdale |
| April 25-28 | Bull Head (Laughlin) River Run | Laughlin, Nevada (mayheminfo.com) |
| April 25-28 | Route 66 Bike Week | Arizona |
| 04-May | International Female Ride Day | |
| May | Awareness Ride | Calgary |
| 20-May | Victoria Day Ride. | |
| 19-May | VRC Breakfast Meeting and Ride | Winkin' Owl Pub |
| 02-Jun | Two Wheel Sunday | Calgary |
| June 14-16 | IFK Kickstart Show | Calgary |
| 08-Jun | Honour Ride | TBA |
| 15-Jun | Ride for Dad | Ralph's Motorsports, Balzac |
| 22-Jun | For The Love of Motorcycles | Blackjacks Roadhouse, Nisku |
| 23-Jun | VRC Meeting | Winkin' Owl Pub |
| July | Banff Jasper Parkway Overnighter | |
| July 12-14 | Lewistown (MT) Bike Rally | |
| July 12-14 | Bonedigger Bike Bash | Drumheller |
| July | ECL Choppers For Charity Hospice Ride | TBA |
| July 18 - 28 | Two Hills Bike Week | Two Hills, Alberta |
| July 24-28 | Western Canada IMRG Celebration | Kimberley, B.C. |
| 26-Jul | CVMG Ponoka Rally | Ponoka, AB |
| 28-Jul | VRC Meeting | Winkin' Owl Pub |
| July | VRC Regional Rally | TBD |
| July | Lethbridge Air Show | Lethbridge Airport |
| Aug 2-11 | Sturgis Rally | Sturgis, South Dakota |
| August | Kaslo Kurves | |
| 10-Aug | Ride to Reynolds | Wetaskiwin |
| August | Meet In The Middle | Route to be determined |
| 17-Aug | Bikes & Bombers | Bomber Command Museum, Nanton |
| 24-Aug | 12 Stop Ride for Recovery, Calgary | Calgary |
| 25-Aug | VRC Meeting | Winkin' Owl Pub |
| 02-Sep | Labour Day Ride | TBD |
| Sept 5 - 8 | Victory Motorcycle Club National Rally | Hot Springs, Arkansas |
| 15-Sep | Calgary Motorcycle Toy Run | Calgary |
| 20-Sep | Nanton Bomber Night Start Up | Bomber Command Museum, Nanton |
| 22-Sep | VRC Meeting/Fall Colours Ride | Highway 40 - South to North |
| Sept 26 - 29 | Victory Gathering 6.0 | Harrison, Arkansas, USA |
| 27-Oct | VRC Meeting/Ride Weather Permitting | Winkin' Owl Pub |
| October | CVMG Fall Swap Meet | Red Deer |
| 26-Nov | VRC Meeting | Winkin' Owl Pub |
| December | VRC Meeting | Winkin' Owl Pub |
| Weekly | | |
| | Captain's Ride | Road Captains' Call on time, place and destination |
| | Tuesday Bike Night | Twin Cities Saloon, Longview |
| | OBB Wednesday Bike Night | Big Sky BBQ, Okotoks |
| | CVMG Vintage Bike Night | Thursdays, A&W Drive In, 16th Ave and 4th St. NW |

From Page 1...

Club proposes expanded Executive

load," he said.

"A bigger executive would also address the **quorum** problem we have had occasionally," he told the meeting.

The resolution was **passed**.

"Bringing in more people with different views, advice and

experience is how you keep a club vital," he said later.

"Directors sounds a bit too corporate. Maybe we'll call them Gurus or Yodas or something," he added. "We'll be looking for volunteers."

One member suggested a **contest** to name the new positions.

A numbered checklist...

How to get your Victory ready for Spring

If your Victory has been sitting for the winter, it's important that you go through this check list before hitting the road. Or you may hit the road, literally.

1. Make Sure You Are Legal and Road Ready

Since the Province helpfully no longer reminds us when registrations and licences are expiring, check your **paperwork**. Make sure your registration, insurance and licence are up to date.

2. Check Your Service Manual

The maintenance schedule in your manual is a great place to get **reminders** of what you should be checking on the bike. It will also tell you when major maintenance is due.

3. Inspect Your Motorcycle

This might sound basic, but inspect every part of the bike for signs of **damage**. What's out of place or loose? Are there **any signs** of excessive wear or visible damage where there shouldn't be? A quick check over can tell you a lot, especially if you know your motorcycle well.

4. Battery and Electrical Check

Winter weather is hard on batteries. Make sure the headlights work, high and low. Does your brake light work? How about the turn signals and four ways?

Clean the spark plug and battery terminals, check your fuses, and replace whatever needs to be replaced.

5. Check Your Fluid Levels

Fill the gas tank with fresh fuel and inspect the fuel lines and seals for cracks in the **rubber**. Does your brake fluid need a closer look? When did you last change the oil? Is the level up?

6. Lubrication

So many places on your bike



can use a little love from a touch of grease. Your brake lever, pegs, shifters, and other **moving parts** might need be lubricated.

7. Belts

Belts wear and need replacing over time. Ensure your drive belt **tension** matches the specifications outlined in your motorcycle owner's manual and inspect the belt for cracks.

8. Tires and Brakes

Ensure your tires are holding air at the proper pressure and have **no flat spots** or cracks. How many kilometres those tires?

9. Brake Check

Check the front and rear brake pads and calipers to ensure they are still **doing their job** and the brake lines are not pinched, worn or leaking.

10. Make Sure Everything's Tight (But Not Too Tight)!

Part of that Step 3 inspection is

making sure fasteners are checked and torqued to spec, based on your Service Manual. Loose bolts are found in surprising places like rotors and pulleys, pinch bolts, exhaust mounts and floor boards/pegs.

If bike **maintenance** is required and the proper manual or tools are unavailable, or if the service is outside your comfort level, it's best to take your bike to a professional or dealer for servicing.

11. Clean Up

Check your air filter and all the nooks and crannies to ensure you at least **start the year cleaned up**.

If there's nothing else to be done, it's time to give it a wash and wax and...

12. Enjoy the Warm Weather on The Open Road

It's riding season.