



Victory

ROADS
Victory Riders Calgary NEWSLETTER

2026 is our Anniversary, but which one?

Depending on you how you count it, 2026 is either our 15th or 20th Anniversary.

The first Calgary Victory riding club, **Victory Riders Association**, was formed in **2006**. It was succeeded by **Victory Riders Calgary** in **2011**. The rest is history; our history.

Not too long after Polaris introduced Victory motorcycles in **1998**, it formed a dealer-supported network of **riding clubs**, the Victory Riders Association. VRA Calgary was formed in 2006 with **Gary 'Wong Way' Wong** as president. VRC Life Member **James Hamling** was a founding member as was Calgary Flames' **Lanny McDonald** who was named a Victory Ambassador.

Ronny 'Hippy' DeGraaff attended the first meeting, but missed the second where he was elected **Vice President**. Meetings were held at the Point & Feather Pub in Oakridge at the beginning because the then-owner had a Victory.

James said, "In 2005, I bought a **2004 Vegas**. Red Deer was the only Victory dealer in Alberta then and I was on my way back from Edmonton when a buddy said, 'Have you seen Victories?' I looked at the Vegas and liked it. Not long after, I saw a 'Victory' sign at the newly opened **Cycle Works in Calgary**, so I bought it there. They were so new, the paperwork had to go to Edmonton."

Ronny has a similar story. He bought his **Jackpot** in August **2006**, after seeing them at a bike show in Penticton the previous year. "I put down a deposit,



VRC Past President Ronny 'Hippy' and Life Member James hold up the logo of Victory Riders Association, 2006 forerunner of Victory Riders Calgary (2011).

took the motorcycle training course, then bought the bike."

Ronny met James through the **Cycle Works Manager Vince Aiello**, who was then and continues to be a **strong supporter** of Victory motorcycles. Ronny and James' first ride was the Nordegg loop. Ronny took his Vegas to **Red Deer Victory** (Parkland Sled) for hot **cams** and a **stroker** kit, not that he's competitive or anything.

Through the support of Cycle Works Calgary, Victories were growing in popularity; but the club was not growing proportionately. "Dues were \$25 a year in those days," Ronny said. "Everyone realized that tended to keep membership down."

Ronny moved up to the President's

chair in **2007** and remained president for four years.

Continued on Page 2



The original Club logo from 2011.

Next Events

**Lunch Meeting
November 23**

- See Facebook EVENT

Upcoming Rides & Events

November LUNCH Meeting
Noon, November 23, Red Crowns Pub
Ride to follow (Ha! Ha!)

Contacts

- President - John B
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- Secretary - KD Berthelet
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- Treasurer - Randy H.
Treasurer@VictoryRidersCalgary.com
- Past President - Drifter
DrifterDon@gmail.com
- Ride Wranglers - Open

New members

Victory Riders Calgary now has 668 members, according to our Facebook site.

We had some new members join recently, and they appear to be real people. Gatekeeper Joan is merciless in sniffing out and booting fake members and scammers.

Welcome to our new members:

- Mark Cronk
- Thamer Mohamed
- Ashleigh Dawn

10K+ CLUB



Thank you to all the Members who have submitted their season mileage and final odometer readings to Drifter. There is still time to get yours in to win fabulous prizes.

From Page 1... Our 15th or our 20th?

During that time, Victory introduced the **Vision** and both were immediately hooked. They hatched a plan to buy Visions and go for a little road trip – to **Florida**.

James took delivery of the **10th Anniversary** model Vision in October (2008) and put 400 kms on it before the snow flew. Ronny got his **Ness** model February 14 after the bike show and a week later they hit the road.

Because it was February, they **trailed** to **St. George, Utah**, and rode from there.

James said, "I did my first oil change at **Arlen Ness'** shop in Las Vegas. I got them to add **pipes** and a **Power Commander 3**. Ronny got a PC3 too."

The impetus for the trip was that Victory wanted to get as many anniversary models as possible at **Daytona Bike Week**. "There were more than 30 anniversary models there," Ronny said. "And we carried on to **Key**



James Anniversary Vision was among 30 at Daytona Bike Week 2009. Arlen Ness on the right.

West because, well, because it's there."

The trip took them three weeks and **11,000 kilometres** to get to Florida and back. The Visions created quite a sensation all along the trip as most people had never seen them before.

In 2011, **Polaris** pulled its support for the Victory Riders Association and chapters folded across North America.

"I called the **Victory Motorcycle Club**," Ronny said. "But they were not interested in having a Canadian affiliate. We had to go it alone and **Victory**

Riders Calgary was formed."

Ronny was President with **Richard Cruikshank** as Treasurer. Meetings were held in **Roy Barron's** shop space off 3A St. NE. Roy also served as President for a year.

The new Club initially charged dues, but soon realized that **fund-raising** was a more effective way of supporting the Club's activities. Some large Victory signs were obtained and auctioned off, giving the club a financial footing.

In April 2012, Cycle Works opened its **new building** and Club meetings moved to its location. Ronny stayed on as President until 2017 when **Kelly Cowan** took over.

He was succeeded by **Drifter Don** in 2019 and **John B** became President this year. **James** succeeded Richard as Treasurer in 2013 and remained in the position until this year when **Randy Hetman** took over as Head Wallet.

The club actually did not have a permanent **Secretary** until **Karen Tomato** assumed the role in 2019.

Before that anyone who showed up at the meeting with a pen was shanghaied into taking minutes. **KD** succeeded Karen in 2020.

January 2017 was, of course, a defining moment for Victory motorcycles and for the Club. Despite Polaris ending the Victory line, the Club has **thrived**.

James was named the Club's first **Life Member** in February 2025.

The lack of factory support has been overcome by the **Club Members' determination** to keep Victory machines vibrant and rolling 'Til the wheels fall off. (Maybe even after.)



Yeah, sadly, it's that time of year again

It is said that nobody hates winter like a motorcycle rider does. When it's time to face reality and put the bike up for the winter, there are things you need to do first.

1: Wash and wax. Get rid of all the dirt, oil, road grime, bug guts, bird poop and other contaminants that will degrade the finish of metal, chrome and plastic parts. Waxing will protect your bike from minor scratches and moisture. Plastic can be treated with silicon protectant. If you have leather seats or other leather, treat them as well. Be sure to dry your bike, especially if you cover it. Any moisture on your motorcycle can cause corrosion. Lube/grease/WD-40 key areas.

2: Change the oil and filter. Used oil can turn acidic, causing corrosion from the inside out. What brand of oil? Bugger off!

3: Inspect the belt drive. Check the inside and outside of the often-neglected belt and look for wear, chips, cracks, cuts, fraying, holes or missing teeth like your cousin Jed.

4: Tires. Some say deflate tires for long-term storage. Others say leave them at spec or over inflate to decrease the possibility of flat spots. The consensus: get the bike off the floor with a lift. No lift? Use cardboard or carpet between the tires and the cement. Lifting the bike takes the pressure off the tires, preventing flat spots and dry rot. One site said this was a myth; modern tires don't do that. I have no idea what's right, so error on the side of caution.

5: Battery. If you don't have a smart charger, get one. If you have a trickle charger, get a smart charger. If your storage area is not heated (below freezing), remove the battery and smart charge it inside. Clean up the battery while you



have it out. Corroded terminals can lose contact. A wire brush or fine sandpaper works. Coat everything with dielectric grease.

6: Gasoline. Since all gasoline in Canada now includes ethanol, fuel stabilizer is a must. Best plan is to fill the gas tank as full as possible (to minimize bare metal exposure to the elements.) Add the correct amount of stabilizer. Run the motor to mix it and get it into injectors.

7: Don't start the bike periodically. I said don't. Unless you plan to start the bike, run it until it's hot and then take it for a ride all winter like **John B** plans to, don't start it at all. Running it for a little while does no good and can do damage to the motor, starter and battery.

8: Storage. The best place to store your bike is somewhere well-ventilated indoors. Livingroom is best, but not everyone is unmarried. You need the air to circulate so moisture or condensation won't collect under your cover. To keep out mice and squirrels, cover the

ends of your exhaust and air intake with taped-down plastic bags. Not needed in most livingrooms. No cover? Throw a bed sheet over the bike; it breathes, but stops the dust.


Yes, you can store a motorcycle **outside** in winter, but use a quality cover, choose a sheltered location, lift it off the ground, plug any intakes and pipes, bring your battery and seat inside, and check the bike regularly.

And think about security. You may need a chain or brake lock if there is any question. Using a storage facility? Ensure it has **insurance** or keep your bike insured. There's still a risk of fire, theft, asteroid strike, vandalism or physical damage.

Lastly, clean your **gear**. You've got at least a season of oil, road grime and bug guts on it and you don't have to smell like that. Condition the leather pieces. Don't forget **helmets**. Sweat builds up in helmet liners, damaging them.


There, now you can hibernate until spring comes.

Club Swag Order Page Open Again




This group order will be open until Sunday November 23rd, 2025. Orders will be ready approx 2-3 weeks after closing date.

05	22	41	20
Nov	Nov	Nov	Nov




Adult T-shirt - Victory Riders Calgary
From C\$45.00

Add to Cart




Adult Long Sleeve T-shirt - Victory Riders Calgary
From C\$48.00

Add to Cart




Adult Sweatshirt - Victory Riders Calgary
From C\$39.00

Add to Cart




Adult Hoodie - Victory Riders Calgary
From C\$40.00

Add to Cart




Adult Full Zip Hoodie - Victory Riders Calgary
From C\$45.00

Add to Cart




Personalized - Large Hoodie
C\$50.00

Add to Cart




Ladies T-shirt - Victory Riders Calgary
From C\$39.00

Add to Cart




Ladies Tank - Victory Riders Calgary
From C\$38.00

Add to Cart




Adult Unisex Tank - Victory Riders Calgary
From C\$35.00

Add to Cart




Adult Sweatpants - Calgary Motorcycle Club
From C\$30.00

Add to Cart



Canvas Tote Bag - Victory Riders Calgary
C\$25.00

Add to Cart



Keychain - Victory Riders Calgary
C\$7.00

Add to Cart

The VRC Swag Order page is open again, so if you are looking for that special Christmas gift for a special Victory rider or for yourself, here's your chance.

The site is open until Nov 23rd to place orders.

Orders can be personalized for a small additional charge.

Order here:

<http://www.vistafab.com/vr4>



Some very unseasonal Chinook weather allowed for a bit of late season riding. Brave/foolhardy Club members Mike, Stephanie, John B, Drifter and Don S gathered for lunch at the Irish Pub in Diamond Valley on November 1. Three of the group continued on a ride down Highway 22 to Highway 540 to Highway 2.



Vice President Doug reports that members are starting to submit their lists of spare Victory parts and other riding gear. Doug will keep a master list of the parts available. You can send your list to Parts@VictoryRidersCalgary.com. List the part, the part number if possible, what models it fits and how much you want for it. Requests for parts can also be sent to Doug, but remember, it is early in the process.



Next time you see President John B's Victory Cross Country, it may have Farm licence plates on it. While on the Club ride November 1, John B stopped in at the UFA outlet in High River to take home a couple of sacks of hog feed. When the clerk helping load it expressed some concern about the weight, John pointed out that the sacks weigh less than a passenger.

