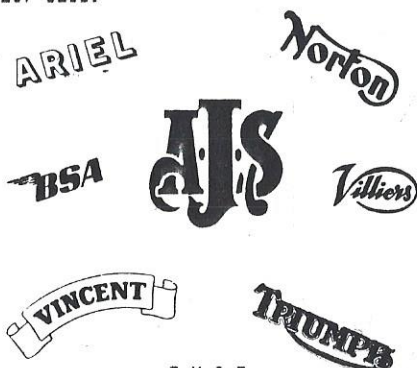


## WANT - ADS

FOR SALE: 1970 Norton Commando  
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FOR SALE: 1956 Ariel, 500cc single  
basketcase, John Ph 233-7855 or  
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FOR SALE. INDIAN MOTOR CYCLE and  
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- THE ABOVE WAS TAKEN FROM THE -  
MANITOBA FREE PRESS  
" SAT, JULY 6, 1918 "

EDITOR.....DAVE JOHNSON  
Assistants.....Chuck Murray  
.....Sandra Murray

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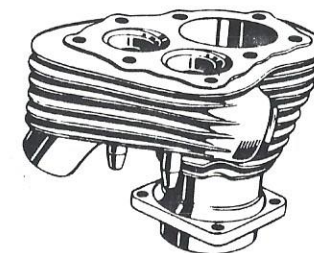
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\*\*\*\*\*  
\* NEXT MEETING \*  
\* JANUARY 26, 1987 \*  
\* at \*  
\* FREIGHT HOUSE \*  
\* 200 Isabel St \*  
\*\*\*\*\*



## THE PRESIDENT'S NOTE

I would like to take the opportunity to thank all the members in voting me in for president and I hope to make the 1987 Season a good year of showing and riding old motorcycles. This is what our club is all about, old motorcycles and helping members out on their restoration so that we may see them out in the open.

Let's thank the old Executive of the job well done and our new Executive will continue to make this a good year.

To start of with, our club is ten years old and we are going to celebrate our 10th anniversary on our Jan 26th Meeting. We will have cake and refreshment supplied; by the club and

also a slide presentation of our first club activities. If you any photos or slides, please bring them in to share with other club members. Our honorary member, Paul Baribeau will be bringing his father, Joe Baribeau's memorabilia of his racing career to show us. Let's all attend

Next we have a Social for Club Members and their guest on Jan. 23rd at the Bourkevale Community Centre on 100 Ferry Road at 8 p.m. Please attend and bring a donation of food to help out. Get to know your members better and let's have a good time.

We have three months left before we ride, so let's get our bikes ready as time goes fast. See you all at the Social and the next meeting.

Siggi Klann



EDITOR'S

MESSAGE

Once again we step through times's portal into a new year. Some raucous some reserved, some happy, some sad. Many not even realizing their progress as they look toward tomorrow scarcely noticing the dusty memories they stir in their passing.

Other than a brief explosion of hectic activity and cataclysmic celebration to mark the moment of its birth, the new year sees nothing other than a continued half-hibernation, semi-sleep in snow-falls shroud, a part participation

in inactive activity, a yawning, stretching, curling, shrug; bored and blanketed, a muted murmur waiting for spring.

Spring, when the snow goes, and the melt flows, and a young (and not so young) man's fancy turns to motorcycles. The flurry of activity, the excitement of the years first ride. Who will be first out with their motorcycle on the road?

Ross and Kris Metcalfe, that's who!

Yes folks, thats right, once more this year Ross and Kris Metcalfe snuck out of the house (you have to sneak over there when you take out the motorcycle because Cory and Tyler will not be denied their right to ride, even on Jan 1st; rumor has it they come by their dedication.

Continued on page 18



THAT'S NOT FUNNY

### ONE HELMETLESS MOTORCYCLIST TO ANOTHER

FIRST: I am putting in a claim on my medical insurance for this lump on my head.

SECOND I see you're hoping for a Lump sum.

TRAFFIC COP: What gear were you in when you had the accident.

AMCM MEMBER: I was wearing a bush jacket, blue jeans and work boots.

TODAY'S MOTORCYCLE EXPERT IS A  
- GUY WHO KNOWS WHERE YESTERDAY'S -  
MOTORCYCLE EXPERT WENT WRONG.

BIKER: 'My wife must be really ashamed of me for Christmas she knitted me a turtleneck with no hole.

DUCK - A CHICKEN WITH SNOWSHOES.

Did you hear about the biker who inverted a pen with a meatball point for people who wanted to write in tomato sauce.

JUDGE: You say you want a divorce because your husband is careless in his appearance

ANTIQUE MOTORCYCLIST'S WIFE: Yes I Haven't seen him for two years.

THE TROUBLE WITH ANTIQUE MOTORCYCLE SHOPS IS THAT THEIR PRICES ARE MODERN.

WHAT DOES A NEAR SIGHTED GINGER-BREAD MAN USE FOR EYES?  
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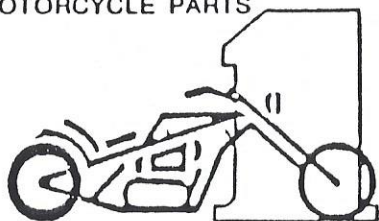
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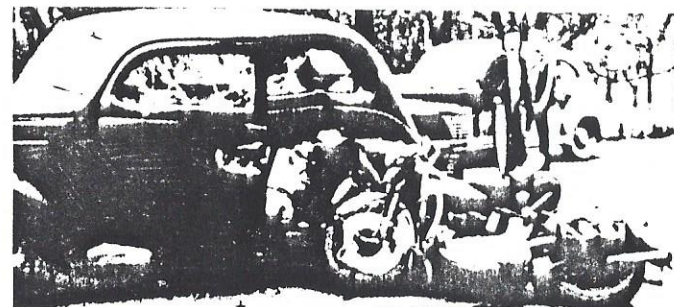
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### BUYING YOUR FIRST BIKE??

Ladies and Gentlemen, the Manitoba Motorcycle Club is opening its doors to the motorcycling community.

Join the oldest motorcycle club in Canada (established 1911). If you are interested in becoming a member and aiding us promote the good fellowship and image of motorcyclists today, just drop by our clubhouse any Wednesday evening at 8 p.m.

We are located on Forrester, just off St. Annes Road and Bishop Grandin. For further information call; Jim at 632-4710 or Graham at 774-1767.



DEELEY'S MUSEUM  
(continued)

LIST OF ADVERTISERS

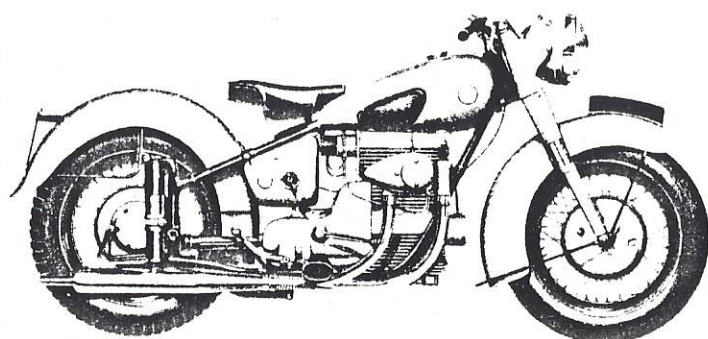
Trevor's innovative ability to move quickly with the changing times, and often even ahead of them, lead him to realize that many of the motor-cycle brands were becoming obsolete back in the 1950's. Trevor began picking up motorcycles here and there around the world. Some were factory originals, some found stored in dusty basements -- nearly all of them needing repairs of one kind or another.

The motorcycle museum received no funding other than that received from Fred Deeley Imports Ltd. It is truly a source of public service and enjoyment with a total of 95 motorcycles on display. The goals of the museum are to stimulate interest among young people in the sport of motorcycling, and at the same time to preserve the motorcycling heritage for future generations. The museum offers public tours and special film features for school groups at no charge.

Located at : FRED DEELEY IMPORTS BLDG  
12260 Vulcan Way  
Richmond, B.C.  
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A.M.C.M. INC. MINUTES

December 29, 1986

The Meeting was held at the Freight House and was called to order by the President, Barry Seib. In the minutes of the last Newsletter, the motion regarding By-Law #2-5C6 to delete was not "carried" as stated. This was to be brought up at the December Meeting.

There was 23 present -- no guests.

EXECUTIVE REPORTS

Treasurer - Irv Lowen made up a report of receipts and disbursements to the end of November. It was a good report and was acknowledged by the Members. I've also suggested that both the Treasurer and Librarian should make out reports to the Club at least once during the year.

Editor - Gary MacDonald had nothing to report. A gratitude of thanks was given to the Editor for the quality of the RUST 'N PIECES.

Library - Siggie Klann recieved magazines and bulletins. Balance in the Library Fund is \$112.09. Siggie has more Antique Motorcycle Calendars for sale. Chuck Murray donated a Jack Knife for the library draw.

Activities - Dave Tissot is in charge of a Social at the Bourkevale Community Club, along with Keith Freeman, on Friday, January 23rd, 1987.

Properties - Trophy donated by Barry Seib for the future.

Publicity - NIL

OLD BUSINESS

Regarding By-Law #2-5C6 -- In the last Newsletter this By-Law was motioned to be removed by Ross Metcalfe; seconded by Glenn Pesclovitch. This Motion is now Carried. ( Dec.29/86 )

Social - January 23rd, 1987 at Bourkevale Community Club. Glenn Pesclovitch to get the tickets made up. --- \$6.00 per couple --, Members and Guests only.

Bike Show - Discussion followed. Dave Johnson motioned that he would be willing to look after this at no charge to the Club and he would have sole responsibility and authority for the Club's interest in the Show. Seconded by Tiny Robbins. Carried.

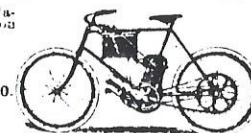
Ross Metcalfe brought up about the 10th Anniversary on January 26, 1987.

- continued on next page -

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## NEW BUSINESS

Nominations and Election of Officers  
-- Craig Kraft, Past President looked  
after this and the results are as  
follows:

President -	Siggi Klann
Elected Secretary -	Steve Sing
Treasurer -	Irv Lowen
Editor -	Dave Johnson
Librarian -	Jim Gold
Appointed Publicity -	Dave Johnson
Activities -	Dave Tissot
Properties -	Ray Houde

Siggi Klann called an Executive Meeting for Thursday, January 15, 1987 at his house, 172 Harbison, for the 1986 and 1987 Executive.

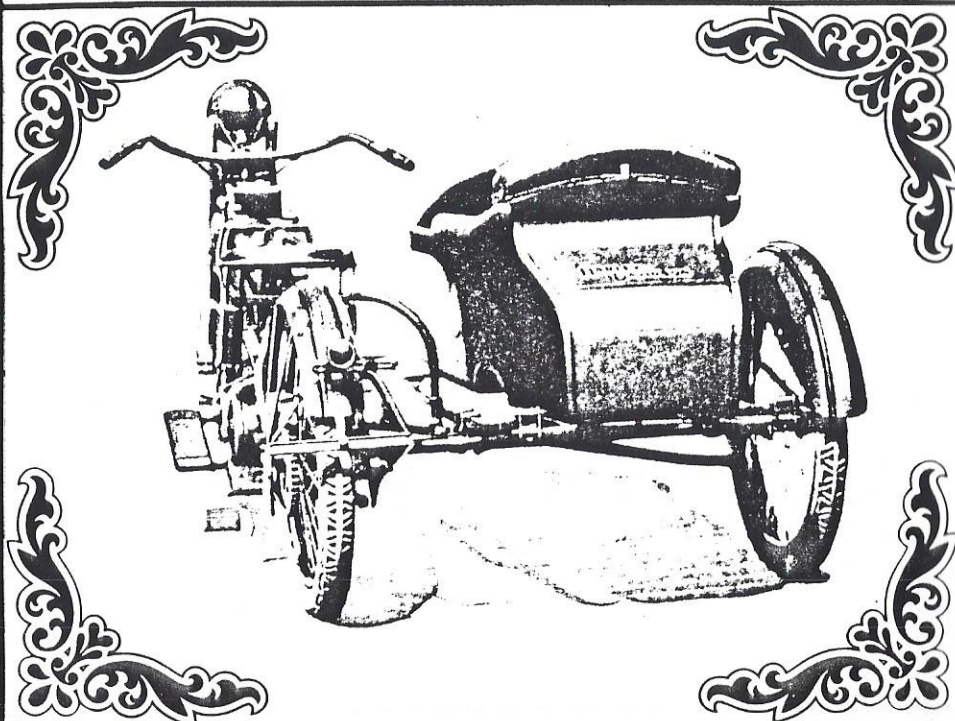
Mike Baraschuk gave a Vote of Thanks for the 1986 Executive.

Mike Baraschuk motioned that the Meeting adjourn; seconded by Dave Tissot. Carried.

Irene Robins, Secretary

~ ~ ~  
DON'T FORGET

OUR 10TH ANNIVERSARY MEETING AT THE  
FREIGHT HOUSE ON JANUARY 26, 1987



## NEW HUDSON

### (AUTOCYCLE)

This make faded from the motor-cycle scene in the 1930's when the firm became the sole manufacturer of Girling brakes. After the war the name was revived as a member of the BSA group and the autocycle the company built continued as a standard for the type until the moped took over its job of providing minimal transport.

The 1946 model was propelled by a Villiers Junior de Luxe engine and was a fairly basic device with heavy duty, ladies-style bicycle frame from which the engine was hung. The fuel tank tucked between the frame tubes to give the typical autocycle line.

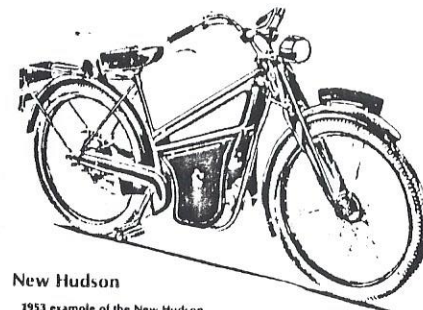
In 1948 pressed steel blade forks were added along with engine shields so that with the extensive chain-guards on both sides, the works were well enclosed. Slots and holes gave access to the choke and petrol tap but with a clutter of controls, cables, bulb horn and headlamp. A rear carrier went behind the saddle with the number plate attached to it.

In the middle of 1949 a revised machine was announced fitted with the Villiers 2F engine. This entailed a new loop frame to run under the power unit and a revision to the shape of the petrol tank and engine shields. That aside, the specification was as before with blade girders, small drum brakes and no rear suspension. Direct lighting was powered from the flywheel magneto, while a dry battery looked after the parking light need.

The machine remained virtually

unchanged for several years, although the centre stand was strengthened for 1952 and, during that year, the color was changed to green.

It was not until 1956 that any further change occurred when the styling was extensively altered, although the engine remained the faithful 2F. A new frame carried it and was fitted with tubular girder forks of improved appearance. The fuel tank and engine shields were still blended together and went on into the chaincase to produce one continuous form. Legshields were available as an extra and both mud-guards had partial deep valances to improve rider protection and style.



New Hudson

1953 example of the New Hudson autocycle, a model that typified the breed

The finish was brightened up with more chrome plating and a rear carrier, speedometer and windshield also available as extras. Unfortunately these and the new styling were no real contest to the many mopeds coming into the country, many of which performed as well and were cheaper to tax and insure. So the day of the autocycle came to an end and with it went the New Hudson make from motorcycle lists.

FROM "VILLIERS SINGLE & TWINS" BY  
ROY BACON. AVAILABLE IN CLUB LIBRARY



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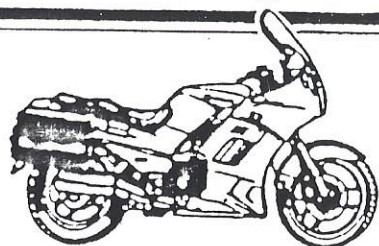
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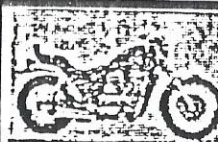
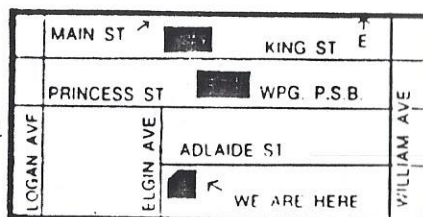
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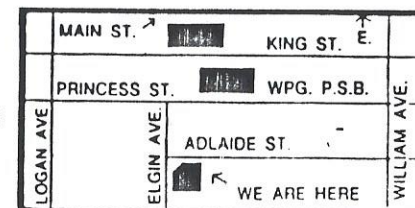
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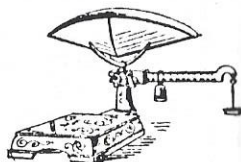
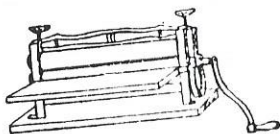
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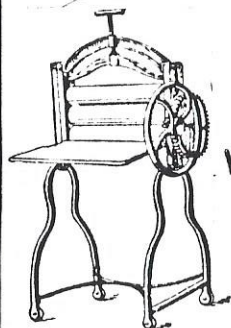
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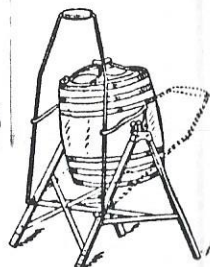




# Antiques and Collectibles

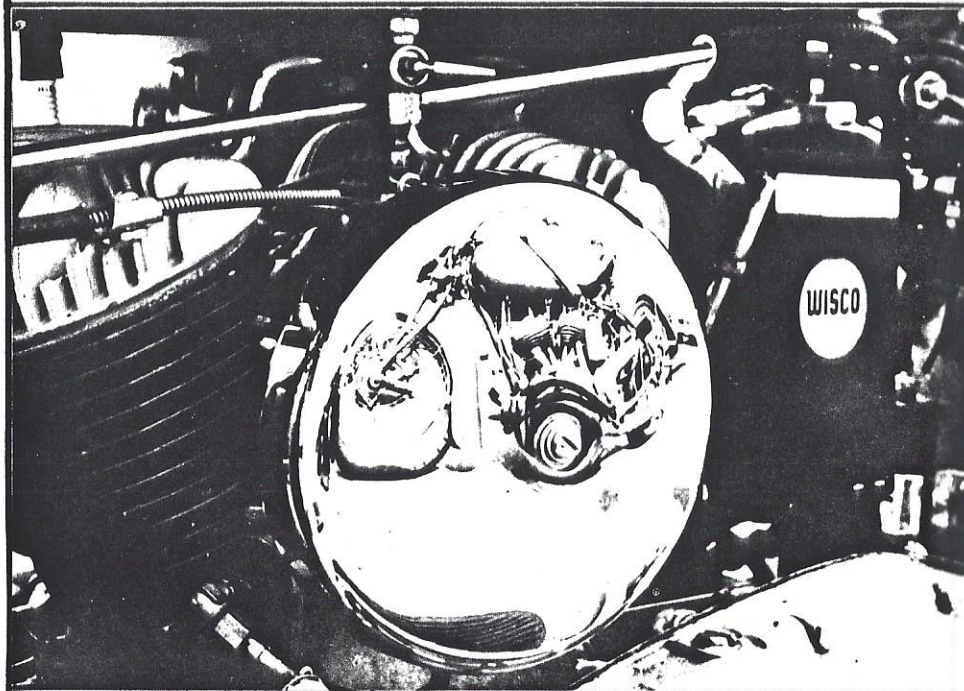


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### EDITOR'S MESSAGE (continued)

Honestly - you'd have to sneak by Hatton, too!) and rode their 1936 Harley-Davidson 74 cu. in. flathead with sidecar out to St. Vital Park to take part in the 3rd Annual MCAAC Frost Bite Tour, a January 1st New Years ritual for machuists and their friends. After leaving St. Vital Park the tour wound through scenic south Winnipeg ending at Mother's Pizza on Pembina Highway for munchies. It was dusk when we parted from Mother's, Charleswood and Home was still a fair ways to go. All in all no small distance - but equally long in enjoyment.

Could it be there's something to this participation after all.

P.S. I went by MG TD not by motor-cycle - you know, the car I didn't put a heater in because I couldn't imagine what kind of nut would drive a car like that in the winter anyhow.

Dave Johnson



WELCOME NEW MEMBER

Brian Paterson  
of Thompson, Mb

Brian owns a 1939 Ariel, 1968 BSA Lighting and a 1971 Triumph Tiger all in original condition





**Ross & Kris Metcalfe  
(Tyler)**



Eight  
decades of  
motorcycling  
history.

1957 saw Trev Deeley, grandson of Fred take a daring giant step forward in the motorcycle industry that was to make significant history in it's own right throughout North America. He travelled to Japan and was appointed the first distributor in the English-speaking world for a Japanese motorcycle, Honda. It worked; slowly at first, but it worked. In 1962, Trevor added Yamaha to the impressive roster

Trevor is internationally known as "Daredevil Deeley" both on and off his beloved motorcycles. He has an inbred instinct with mototcycles that doesn't stop at merely riding, importing, or selling them.

The creation of any collection begins with the possession of one treasure. This occured long before the thought of a "collection" became a reality, not to mention a real Museum.

continued on page 21

The history of the development of the Motorcycle Museum in Richmond, B.C. reads like the Family Tree of the Deeley clan, going back all the way to Birmingham, England. It is an intriguing history of success realized through hard work, business intuition and the passionate love of motorcycles.

Fred Deeley, Sr. started the Canadian dynasty when he emigrated from England in 1912 to the Vancouver area. He established a business dealing first with BSA bicycles, then later branching into a dealership for Harley-Davidson Motorcycles. This was in 1917 - The War Years and then the Great Depresssion - and times were difficult. Fred Deeley Jr. joined his father in the firm and was instrumental in establishing the Company's automotive and real estate base.



**BSA**

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COMPANY

Falkland Close,  
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PH: Coventry  
(0203) 470440

April 16, 1986

I am writing to let you know that at the present time we have Ken Sprayson working with us here at Coventry and we are considering the possibility of reproducing some Manx Norton Featherbed and Velocette frames, and other specialist frame work, in our newly created welding facility.

I would be grateful if you could inform your members of this and ask any who may be interested in this facility to contact the undersigned, or Mr. S.J. Goodman, here in Coventry.

Yours faithfully,

W.B. Colguhoun  
DIRECTOR

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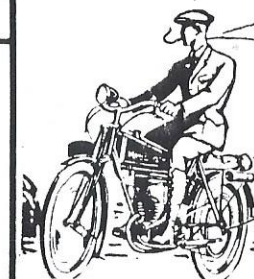
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- continued from  
page 15 -

It would be the greatest wish of myself and Siggie if the next 10 years would see the completion of many new restoration and the friendly atmosphere that was created back in 1977 remain alive

Ross Metcalfe




ON  
THE  
MOVE

Don't forget to  
send in your change  
of address




I opened the meeting and expressed the views and objectives of the two club founders - Siggie and myself and a discussion ensued. It was green to go right from the start and I was elected as the first President and Siggie the Secretary - Treasurer. There you have it - the Executive for 1977. Dues were declared to be \$5.00 and 16 charter members paid up that night. Our name was discussed and in February we voted on the Antique Motorcycle Club of Manitoba.

Those 16 charter members (as of January) were as follows:



JIM BAILEY  
BERT BENTLEY  
TIM FORREST  
LEN HARDY  
JIM HARRISON  
CAM LENNERTON  
DAVE OATES  
ALLAN PROCTOR  
TINY ROBINS  
FLETCHER REID  
GRAEME SMITH  
BARRY SEIB  
STAN TOWNSEND  
ED WEIBE



By the end of the 1977 calendar year, others were to follow as first charter members. They are as follows:

HATTON METCALFE  
JOHN CHOQUETTE  
JAKE DYCK  
JIM GOLD  
TOM ELLISON  
MALCOLM ELLISON  
LADDIE NOS  
PHILLIP PATERSON  
JIM SIMMONS  
RAY HOUE

PAT LANNIGAN  
LARRY ARNOLD

My wife, Kris, typed out the first roster and I ran it off at the University of Winnipeg's photocopy machine in March of 1977. The club consisted of 45 motorcycles listed comprised of 13 different makes. By early spring, Kris and I had written up the first constitution and it was also printed. As the year rolled it was soon May and Tom Ellison offered his farm for our first run which has been run every year since.

By 1978, Kris was the editor and typist of the RUST 'N PIECES with Siggie, myself and Bert Bentley being the first contributors to a 5 page production. Bert was to write his article "Motorcycle Matters" for some time. By this time, Pat and John Choquette were the Librarians (January 1978) and were also hosts of the annual fall run which has been run with great success for all these 10 years.

Over the years, we have been blessed with great fun and fellowship surrounding old motorcycles. Almost all our original members are still about. The free and fun-filled philosophy with as little red tape as possible surrounding the running of the club has followed along fairly successfully. The main objectives were the preservation and restoration of old bikes. Also, the rider of simply having an interest in old bikes has always been a major facet in the philosophy. Sometimes, I personally feel this fun objective is overshadowed by other issues.

- Continued on next page

THE FOUNDING  
OF THE  
ANTIQUE MOTORCYCLE CLUB OF MANITOBA

To clearly understand how the club got started, one has to backtrack approximately 12 years to the fall of 1974. I had been putting around that summer on my newly restored 1969 B.S.A. (the only thing B.S.A. was the engine), when I answered an ad in the Free Press and purchased a 1941 Indian Sport Scout complete with plunger rear end. That's right - a plunger rear end on a Scout. So for the next year or so I spent many weekends soaring around the countryside in search of parts. I even bought Indian parts off a real Indian on an Indian reservation for the '41. One dollar for any part. -----What a deal' ----- Anyway, it wasn't long before I met up with a fellow from St James who I used to know at one of the local watering holes. The topic of discussion was old Indian motorcycles as he rode up on a 1945 Indian Chief (later acquired by Fletcher Reid). He told me of this guy named Siggie Klann who lived on Erin and who also had Scouts.

So around early 1976, Siggie came over to examine my 1941 Sports Scout and we became good friends. By the end of the summer I had purchased Bert Bentley's 1913 Indian single which I had known about for some time.

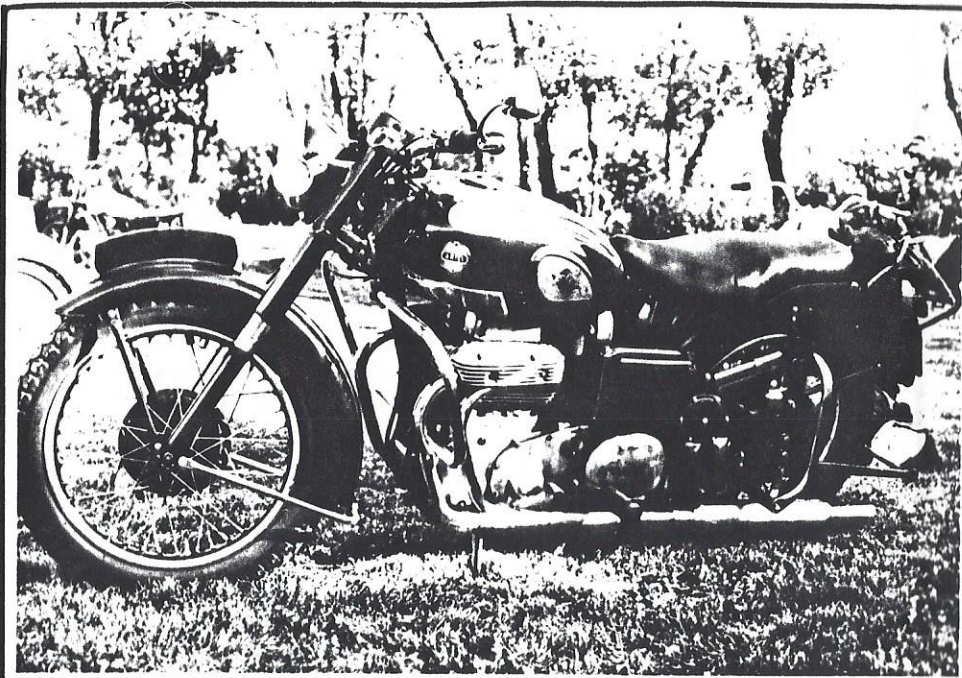
I would be remiss if I didn't spend some time talking about Bert. He had been a true antique motorcycle collector and restorer for many years. For several years I had gone over to his home on Winchester and

and gazed with amazement at his fleet of pre-1920 motorcycles. Well it came time for him to thin out his collection (a year too early as it turned out for him). Most were going Stateside and I only had the funds for one bike. I sold my B.S.A. (I meant business) and purchased my favourite - the 1913 Indian - and waved goodbye to the likes of a 1912 Reading Standard, 1919 Cleveland, 1920 Harley, 1930 Henderson four, etc., etc. Get the picture? So it was Bert who influenced me to join the Antique Motorcycle Club of America in about 1974 or 1975.

Well, in the fall of 1976, it occurred to me that while Bert and I were members of the old car club there was nothing for people enthused about old motorcycles. So, on one of Siggie's beer visits (or was that rye?) we began kicking around the idea of a Manitoba Antique Motorcycle club. We decided I was to run an ad in the Free Press with my home phone number asking for other antique motorcycle enthusiasts to come forth. Siggie was to secure a meeting place and together we approached Rothman's and set a meeting date. The ad ran during December and early January 1977 and we met for the first time in January of 1977.

On one of those early phone calls was from Len Hardy and I spent an interesting day visiting his garage prior to that January meeting. You can only imagine my amazement when I saw his collection of pristine English cycles. Anyway, Len and 17 others showed up at the first month's meeting. -continued on page 15 -



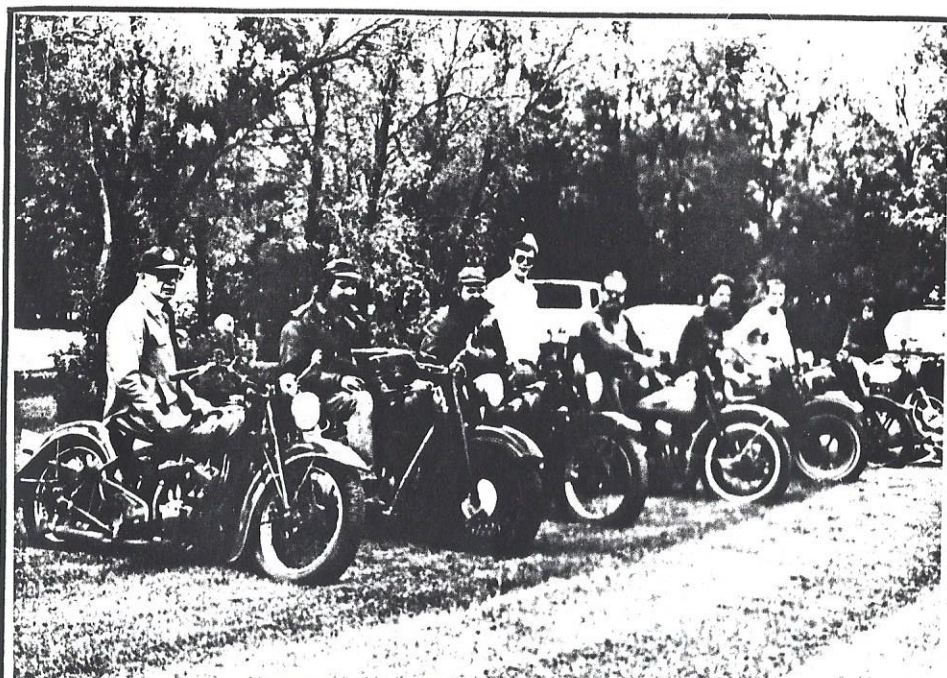


JIM HARRISON'S ARIEL

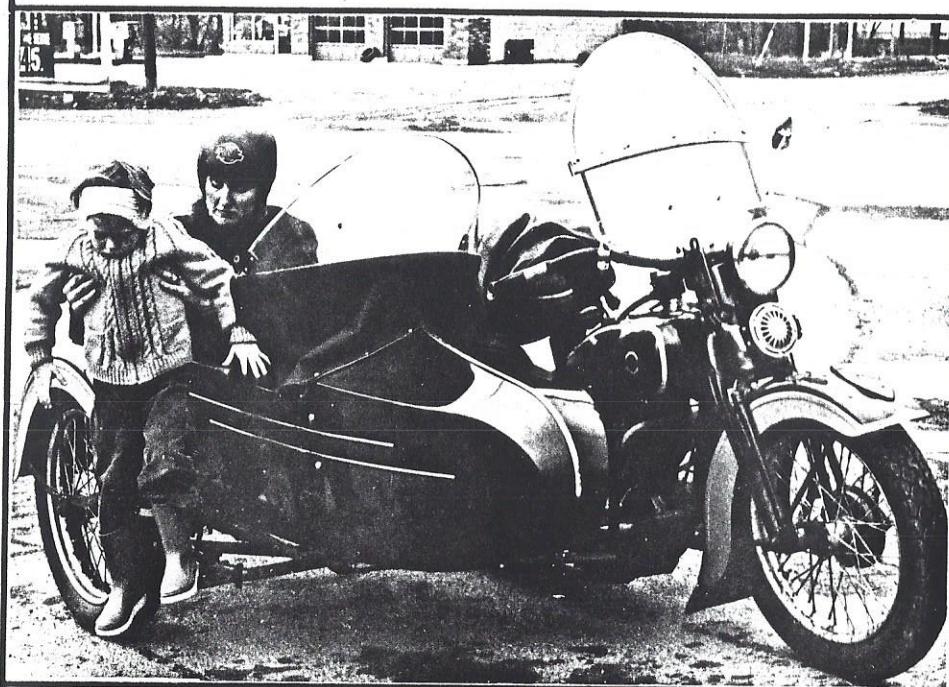


FASTEST DAMN HARLEY I EVER SEEN!

UMMH

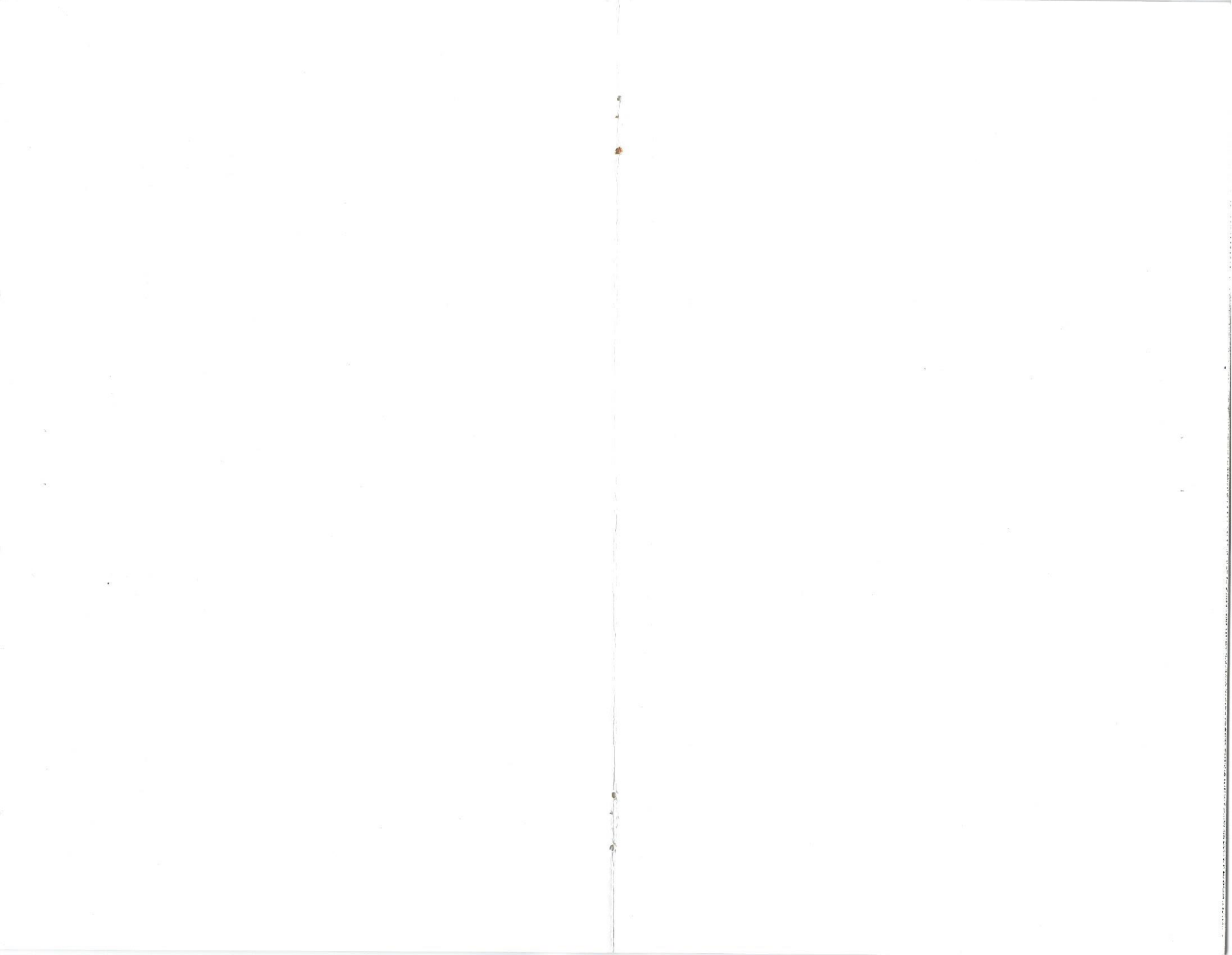


ROUGH LOOKING BUNCH



KRIS METCALFE LENDING A HAND







## 1987 MEMBERSHIP APPLICATION AND ROSTER FORM

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POSTAL CODE

PHONE NUMBER

```
A -- Restored
B -- Being Restored
C -- Restorable
D -- Original
E -- Parts Bike
F -- Looking for a Particular Bike
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<u>TYPE OF BIKE</u>	<u>YEAR</u>	<u>NO. OF CYL.</u>	<u>C.C.</u>	<u>CATEGORY</u>
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[illegible]

Manuals, Books, or Tools that could be loaned to Fellow Club Members

I, \_\_\_\_\_, will abide by the By-Laws of the Antique Motorcycle Club of Manitoba, Inc.

RETURN THIS MEMBERSHIP APPLICATION FORM ALONG WITH DUES (\$15.00) TO:

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA, INC.

P.O. BOX 1074

WINNIPEG, MANITOBA, R3C 2X4