

Message from the Prez



Hello to all AMCM members! First of all, let me send a BIG thanks to Ross for his past leadership of our group – what a great job he did, and I'm sure he will still contribute his ideas and stories! I have some big shoes to fill, and I thank you all for giving me the opportunity to lead this great club of ours. Just a little history about myself – hopefully short enough to not cause any snoring! I've been riding motorcycles since I was 14 and racing motocross in Quebec. My first street bike: a '70 Honda CB350 at 16 started my love for street riding and working on the mechanics of the bikes. I took a hiatus from riding with a new, young family, but got back into it in the '80s and haven't looked back! I taught the Motorcycle Safety Course and was a senior instructor for them for seven years. Fast-forward a bunch of years, wife Kim and I enjoy touring on our Harleys...and now we are enjoying the addition of some vintage bikes along with modern Ducatis and Triumphs. I have a shop for working on my bikes, plus those of friends – and we needed more space, so an addition is under construction. Let's hope for a "grand opening" event some time in 2016.

This year has already started out with some great AMCM events: Dan's first "Garage Night" and "Movie Night" at Keith's. Both were really well attended, informative and illustrated the incredible talent and excitement we have in this club for vintage bikes.

I am looking forward to a very exciting 2016 for the AMCM: a new venue of Carman for our Rally, Tiddler Run, Corn Roast, Fishing Trip, more "Garage Nights" and hopefully some other events to be identified! I'd like to send a survey out soon to ask what you, the membership, would like to see as part of the AMCM events. And of course, I welcome your feedback and ideas at anytime! Email is pirates.pearl.rick@gmail.com and cell is 204-299-9733.

Secretary's Notes:

We would like to put together an order from AMCM name tags - the order will go in at the end of March. Prices have changed due to the US vs CAD \$, however, we will still purchase these through Prairie Sky Promotions as they have competitive pricing. The cost is \$12.50 each including taxes. Please let me know if you would like a tag ordered, and what you would like on the tag (sure, nicknames are fine!!). Please note that your tag will not be ordered until the payment has been received...a cheque can be provided to Gerry our Treasurer, or you can either PayPal or e-transfer to my account pirates.pearl@gmail.com



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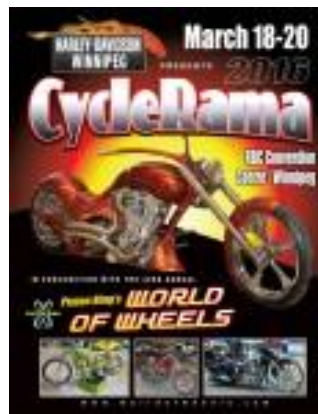
Events 2016

February 24--Monthly Meeting HD Winnipeg**March 2016:****Bike Week Daytona Beach March 4-13,**

March 5, 2016 Guardians of the children BUD SPUD & STEAK FUNDRAISER 6 to 9 pm @ Cowboys Windsor Park Inn Open Event

March 12/2016 - Sixth Annual Bondslave Swapmeet in Portage la Prairie 2401 Saskatchewan Ave. West 10 AM-4PM

See poster on facebook

**March 18-20 CycleRama**

March 29, 2016 – auction night! Please bring a maximum of 4 motorcycle items you wish to auction off. 50% of selling price back to seller and 50% to SBH....AND if the item goes for \$100 or more, 85% goes to seller, and 15% to SBH. Send a list of your items to Kim @ pirates.pearl@gmail.com and we'll let everyone know what we have

April 26th AMCM Monthly Meeting

May 28, 2016, 08:00am (Saturday), Telus Motorcycle Ride for Dad – Winnipeg Contact Kirk ridefordadmb@gmail.com

May 31st AMCM Monthly Meeting

June 21st AMCM Monthly Meeting (*note date change to accommodate Bison Rally)

June 24th-26th 16th Annual “Bison Classic Motorcycle Rally” At Carman MB.

July 08, 2016 Thunder Ridge Rally - Burnt Tires & Bonfires Friday, To Sunday, July 10, 2016 Lansdowne Centennial Park Dufferin Ave Arden MB R0J 0B0 Canada

The Marquee Motorcycle



With triumph as our marquee motorcycle this year I thought a little history is in order, I hope you enjoy reading.

Triumph is the largest and longest-running British motorcycle manufacturer. In fact, it claims to be the oldest continuous production motorcycle company in the world, which is no small feat considering Triumph has survived two world wars (their factory was razed by German bombings during World War II), a series of bankruptcies and mergers, and full receivership in 1983. Its ability to endure has earned it iconic status among motorcycle marquee.

The company dates back to 1885 when 20 year old Sigfried Bettman began importing bicycles from Germany to Coventry, England. Bettman changed the name to 'The Triumph Cycle Company' in 1886 because he thought the word Triumph was more easily understandable in most languages. And, as they say, the rest is history.

In 1887, German engineer Maurice Johann Schulte came on as a junior partner. In 1902, the first Triumph Motorcycle was produced, designed by Schulte, using a Belgian Minerva engine clipped to the downtube of a bicycle frame. In 1905, the first all-Triumph produced motorcycle is released.

By 1907, Triumph was establishing itself in the motorcycle road racing realm. Riders Jack Marshall and Freddie Hulbert placed second and third on a Triumph in the first motorcycle TT race, now known as the Isle of Man. By 1911, Triumph was producing four 3.5 bhp models – the Roadster, the Free-Engine Model, the TT Roadster and the TT Racer.

When World War I broke out, it actually benefitted the company. Production was switched to support the Allied troops and more than 30,000 motorcycles were produced. The Model 'H' Roadster, a 550cc side-valve four-stroker with a three-speed gearbox became known as the 'Trusty Triumph' and is considered by some to be the first 'modern' motorcycle.

During the Great Depression, Triumph split its car and motorcycle production in 1936 into two separate, independent companies. A year later, the first 500cc Speed Twin was introduced and became the definitive British bike. With a 27 bhp Parallel Twin engine and a weight around 361 lbs, the motorcycle was capable of speeds near 90 mph. The Parallel Twin would also become inextricably etched into Triumph Motorcycle's lore.

Triumph continues to make motorcycles showing off their classic styling with today's modern features.

In 1940, at the outbreak of World War II, the British government would again enlist the services of the motorcycle manufacturer, bringing bikes built for public consumption to a halt. Triumph began cranking out up to 300 motorcycles a week in its support of the Allied effort. Near the end of the war in 1945, production returned to bikes built for the public domain, and a new Speed Twin, the Tiger 100 and the 350cc 3T were introduced.

Triumph would expand its racing heritage following its success in the International Six Day Test. The British moto maker's first trail bike, the 500cc 'Trophy' TR5, was introduced in 1948. The enduro motorcycle would win the Six Day Test the next four years running.

Triumph would solidify its presence in the motorcycle industry with the release of the first 650cc Thunderbird 6T in 1949. The 6T could easily hit the century mark on the speedometer and was built to increase export sales, particularly in the U.S.

1956 Johnny Allen sets the motorcycle land speed record at Bonneville Salt Flats on a 650cc Triumph-powered streamliner. In 1959, the first 46bhp 650cc T120 Bonneville Twin is introduced to commemorate Allen's run.

Triumph has shown an uncanny ability to survive numerous changes in ownership. In 1951, Triumph sold to BSA for 2.5 million pounds. Besides the BSA buyout, Triumph weathered other acquisitions as well. In 1973, the BSA Group merged with Norton-Villiers and became Norton-Villiers-Triumph. In 1983, it underwent full receivership and was on the brink of folding altogether until John Bloor, a former plasterer who became a wealthy English property developer and builder, bought the name and manufacturing rights from the Official Receiver. Bloor helped restore prestige to the motorcycle maker in part to his development of a network of export distributors that helped expand the product globally.

Hollywood has also had a hand in the British motorcycle's popularity. People like Steve McQueen, Marlon Brando and Evel Knievel made it cool to ride a Triumph. Brando rode a 1950 Thunderbird 6T in the 1953 film, *The Wild One*, McQueen immortalized the TR6 in the movie *'The Great Escape,'* and Evel performed his daredevil jumps on both a T-120 Bonneville and a 650 Bonneville Triumph.

The marquee would survive one more catastrophe when on March 15, 2002, while in the midst of preparing for its 100th anniversary, its main factory was destroyed by fire, crippling most of its manufacturing capacity.

Some of the newer models are:

Bonneville, Bonneville SE, Bonneville T100 – The Bonneville celebrated its 50th anniversary in 2009. Powered by an air-cooled, fuel injected 865cc Parallel Twin. For 2009, it has received a '70s look. The SE version has polished alloy engine covers on a blacked out engine a chrome Triumph tank badge while the styling of the T100 dates back to the '60s and includes two tone paint, spoked wheels, fork gaiters and twin 'peashooter' style exhaust silencers.

Daytona 675 – Introduced in 2006, it is the first three cylinder supersport motorcycle. The parallel triple engine produces around 53 lb-ft of torque and 123bhp. Claimed lightest frame in the class and a narrow three cylinder engine give it able handling in a very competitive package.

Speed Triple, Speed Triple R – A 1050cc naked bike with a claimed 130bhp. Comes with fully adjustable front and rear suspension.

Street Triple – This middleweight streetfighter is part Speed Triple, part Daytona 675 with a liquid cooled 12 valve 675cc triple combined with a close ratio 6 speed gearbox.

Sprint ST – Triumph's sports touring motorcycle. Utilizes a fuel-injected, three-cylinder 1050cc engine.

Tiger – A versatile, all-around motorcycle capable of everything from the daily commute to the week-long road trip. A torque-filled 1050cc triple ensures that there's no shortage of giddy up when it's time to roll.

Scrambler – Inspired by the 60s Triumph off road sports motorcycles that riders stripped down to make them better off roaders.

Speedmaster – Slash cut pipes, blacked-out engine casings and black cast wheels give the Speedmaster more attitude than other Triumph models.

Thruxton – Named after the legendary Thruxton racers of the '60s that inspired so many of the Café racers of the time.

America – Classic cruiser motorcycle styling with an air-cooled 865cc parallel twin.

Rocket III, Rocket III Classic, Rocket III Touring – Claimed to be the world's largest production motorcycle when it was introduced in 2005, the mammoth cruiser motorcycle features a 2300cc triple cylinder engine.



News from Warm Vegas. Err a Las

Rainman asked me to give my thoughts on the Las Vegas vintage motorcycle auctions. Even if you don't like Las Vegas, January 7-9 is a virtual mecca for antique motorcycle lovers. It is a who's who of the antique motorcycle world. All the major restorers, at least a dozen Cannonball riders, lead guitar player for the Doobie Brothers (huge antique motorcycle fan) and his wife (who wrote the book on women motorcycle riders in America) could be seen in the rooms of both auctions.

First, on the Thursday January 7th, starting at around 10 a.m., Bonham's, the British auction house, sells 250 pristine British and American motorcycles. From a Knucklehead to a Vincent, all you need is cash. Although there were many 6-figure motorcycles, the star of the Bonham auction was a 1951 Vincent White Shadow painted red. For all you non-Vincent types, a White Shadow is really a Black Shadow, where Phil Vincent did not paint the engine black. There were only a handful built and only one was painted red. So for the discriminating collector who was not in the room during bidding, \$434,000 USD must have seemed a good deal. By 6:00, all 250 motorcycles were sold. Then I rushed over to the Southpoint Casino where Mecum Auctions began to sell 700 high-end, hugely-restored motorcycles on Thursday night, all day Friday and Saturday till 5:00. Bonham's is a very pomp and splendour British style auction but Mecum is your loud 3-ring circus style American auction. Be careful what you invest in because a 1912 Henderson, which sold for over \$200,000 last March at auction, brought \$50,000 less this January. And \$450,000 USD was not enough to buy a 1908 Harley Strap Tank. Also, over \$150,000 was not enough to buy the first post-war 1946 Vincent, serial #1. I heard it would take over \$250K to seal the deal. The two photos are the red White Shadow and the serial #1 1946 Vincent.

If you are ever planning a visit to Las Vegas, you might as well make it the second weekend of January. You won't be disappointed.

Written by Ross, on location.

P.S. All auction results can be viewed at the Bonham and the Mecum webpages. Just do the registration process and you will be privy to all the sold prices.



Shoulda Bin Thar

AMCM Tech Night



Tech Night was held on Jan 20, 2016 at my (Dan Catte) garage, and I want to start by thanking those who attended and contributing to what I thought was a very successful initial test run. The headcount was 30 at one point of the evening and included AMCM members as well as some CVMG members. A special tip of the cap goes to those members who took the time to travel from rural Manitoba like Terry from Portage and of course the reliable “Southern Contingent” from Winkler/Morden. The evening started as a social garage night for vintage motorcycle enthusiasts and of course it’s always fun to have a gathering of experienced “pickers” explore a new cache of vintage bikes and parts and engage in bike talk after the winter holidays. Topic for the night was a demonstration of some finer points of 70’s Japanese carburetor parts and an opportunity to have a hands on view of the internal parts and what is likely to break, fall out, or unexpectedly fly into the air. The questions and discussion surrounding the demonstration really brought out the depth of knowledge of those attending, and again a big thanks to those who shared their knowledge and experiences. Most of all I need to thanks those who felt comfortable to ask questions in what I thought was a safe environment to do so. Few of us are born with great knowledge or skills and sharing our knowledge will lead to more bikes preserved and enjoyed. I was fascinated by the range of



discussion that was generated from a simple unscripted carburetor topic, and who would have thought a gathering like this would lead to the staff of health food stores at a loss to explain a sudden spike in sales of wintergreen oil to a very unique profile of customer! We learned more chemistry than a student taking high school chemistry class, "how do you spell xylene?"



(You had to be there).

The demonstration just scratched the surface of carburetor knowledge and we will plan more tech nights to do so. Tech Night is an evolving forum and members have shared lots of great ideas and directions to date. It was great to see members bring parts to discuss and solve problems. While my garage is hardly a professionally equipped repair shop, I would be open to having future tech nights where the bench could be

used to tackle some minor repairs like carburetor or caliper teardown as one member suggested. Other possibilities discussed included a tool co-op or sharing, carburetor synchronize day in the spring, field trips, etc. I encourage all members to "demonstrate" some aspect of their experience and leading a demonstration does NOT require a highly competent speaking ability nor world class knowledge (as I have proven!). The benefit and strength of Tech Night is the group that attends and contributes more than just the person leading the topic.

Plans are already in motion for another tech night or two before spring. We hope to find the right balance between being formally organized and socially fun. We will plan ahead and identify dates and topics, but keep in mind we respect the objectives of the AMCM.

Please send your suggestions and offers to lead future topics and thanks again to those who made the first evening a real success.

Dan Catta



Hey did you know...

VETERAN, VINTAGE, CLASSIC or What??

Categories vary between motorcycle clubs, car clubs and even one-make clubs.

The list below is the consensus of most clubs and associations. The word “antique” is not generally used for vehicles outside of North America, and is reserved for furniture or objects of art or collectables other than vehicles.

PIONEER - - - Late 19th century to early 20th century.

VETERAN- - - PRE- - 1915

VINTAGE- - - PRE- - 1931

POST VINTAGE- - PRE - - 1946

CLASSIC- - - PRE- - 1960

POST CLASSIC - PRE - -1974

MODERN CLASSIC – PRE- -1990

Some old terms and some new words are becoming popular amongst restorers ;--

BASKET CASE- - A project bike in bits and pieces partly or completely dismantled, with small parts and bolts & nuts in boxes or baskets.

GROUND UP- - A complete restoration where no part or unit has not been taken apart, cleaned and re-built or re-furbished.

GARAGE ART- - A fully restored motorcycle that graces ones “man cave” or garage and rarely moves and perhaps only started for admiring friends.

TRAILER QUEEN- - A fully restored motorcycle that is trailered to Show & Shines and may or may not even start.

PATINA- - Dictionary definition- “antique look of an ornament, gloss produced by old age on wood” Now used to describe an old motorcycle in original, unrestored, condition and viewed by some collectors as even more valuable and interesting than a fully restored model. As in - “It has Patina”

WET SUMPING- - A condition peculiar to most British manufactured motorcycles where oil leaks past the pump into the bottom of the engine, usually after the bike has sat unused for a long period. Numerous aftermarket devices can be bought to prevent this from happening..

ALSO IN 1923- - - -

Charles Schwab was President of the largest Steel Co; he died a pauper.

Edward Hobson was President of the largest Gas Co; he went insane

Richard Whitney, President of the NYSE; was sent to prison, was released later to die at home.

The “**Great Bear of Wall Street**” **Cosabee Livimore**, shot himself.

Arthur Cooper the greatest wheat speculator, died abroad, penniless.

However, in that same year of 1923, the winner of the world’s most important road race; the Isle of Man TT, was **Stanly Woods**.

He won ten TT races between 1923 and 1939

He lived on the Isle of Man & rode motorcycles all his life.

He lapped the island circuit at 82mph in 1957 (The Golden Jubilee year)

He was then 54 years old.

He was a wealthy man when he died at age 90!

Moral of the story- - DON'T WORK- -

RIDE MOTORCYCLES !

FILM NIGHT 2016

We had a real film night this year. There were TWO big screen TVs and a few old videos. Film night for the AMCM means that we only have a few more months and its riding season. I had a good visit and enjoyed all the antiques. They seemed never ending. Keith has done a good job collecting and we can only wish we kept our old projects. Cam a fellow member has done some research on one of the videos and here is a little info about it.

Hi:

Just wanted to say how enjoyable movie night was last week. I told Siggie I would get details on the Nicholson Bros film that he brought, so if anyone in the club was interested in buying a copy they would know how.

The movie is called "Motorcycle Memories in Motion". It's a collection of home movies from the Nicholson Bros archives with old Daytona Beach races, hill climbs etc. It is available at modernmotorcyclemechanics.com for \$10 plus shipping. Also on the website is other Nicholson Bros stuff available - a biography, t-shirts and reprints of the Modern Motorcycle Mechanics books. Greg Williams is an automotive writer from Calgary who apparently is friends with the Nicholson family and is doing a good job of keeping the history alive.

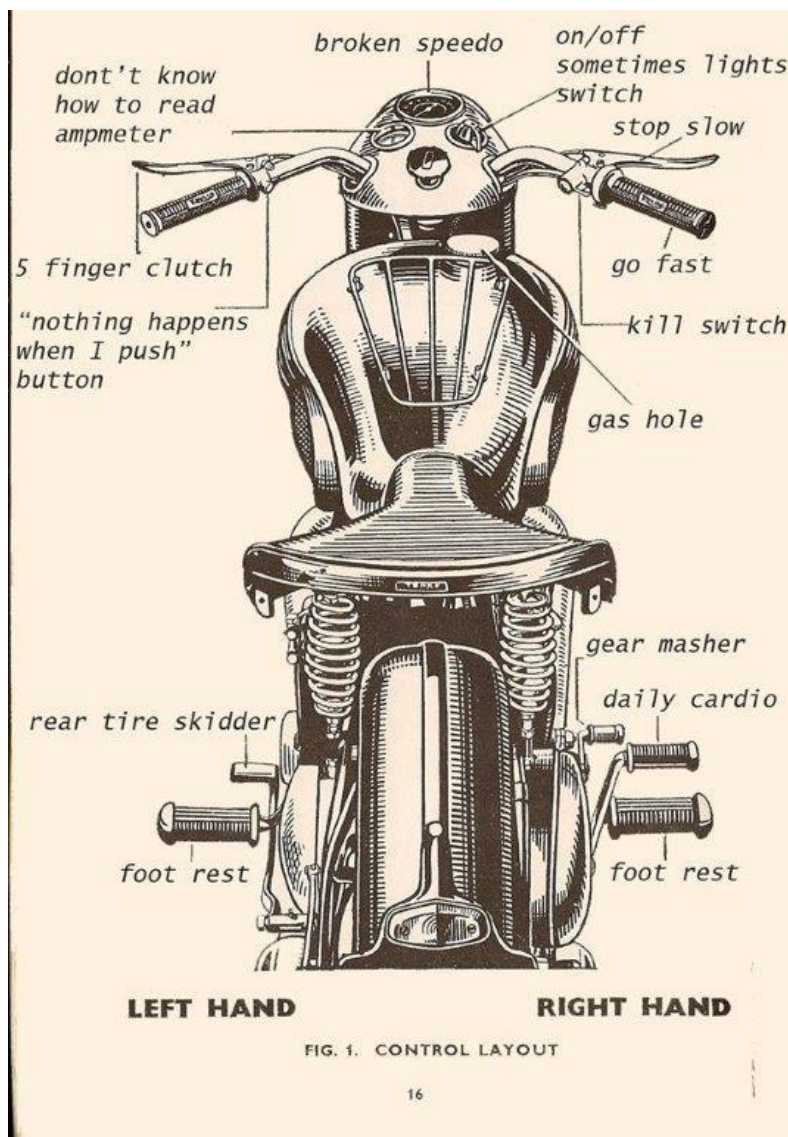
I don't get to many meetings because of the drive but when I do it's always enjoyable and informative. See you at the rally in Carman.

Cam

Just a note, we can look into making a bulk order of this video. You can send Kim an email and we will ask the membership at the next meeting.



Below is exclusive AMCM info for the novice or experienced rider. Looks like a **TRIUMPH** to me...



“Membership renewal” 2016

Hi Lady and Gent Riders:

As your new Treasurer you may have probably heard the expression: “New brooms sweep differently”. I am sending out 2016 membership renewal reminders that we would like to get out of the way by the latter part of February as we have a new Board that looks after the Roster Book and the bi-monthly Club bulletin which goes out via e-mail.

To look after your payment we request that you pull up a membership application from the web under “antique motorcycle club of Manitoba” and print the membership application with up to date information for the renewal including your bike inventory.

Please send the renewal form and your payment via cheque to the Treasurers address c/o 67 Rutgers Bay, Winnipeg, MB R3T 3C9. Using the address c/o the Harley Davidson dealership means that I have to drive over 25 km from Fort Richmond to pick up the mail. Kindly respond as soon as possible as you will not want to miss the latest Club News Bulletins and you will want to appear in the up-to-date Roster Book

Cheers Gerry

Treasurer Antique Motorcycle Club of Manitoba Inc.
Gerry Spindler
Tel. (204) 269-0525 Res.
e-mail: spindg2@mymts.net

* BUY * SELL * WANTS *DON'T WANTS

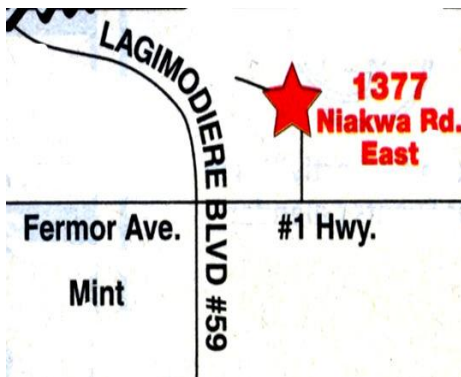
WANTED! Villiers powered motorcycles, parts, literature, advertising, projects. Looking for barn fresh, rough projects or even the smallest parts for Villiers powered bikes. They include : Famous James, New Hudson, Dot , Greeves, Francis Barnetts, Cotton.... Villiers powered over a hundred different motorcycles in its history. Am restoring and running various bikes and require parts for them all . Motor sizes include : 98 cc single speed and two speed, 122 cc 3 speed, 197cc 3 speed. no part too small . Please call Keith Blais 204-226-2979. **SAVE THE RUST!**

Wanted -Small capacity 6v battery charger. Obviously in working condition. Call Mike at 792-6382

For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

Looking for pre 1960 motorcycles, parts, advertising, memorabilia. I will look at all makes and ages of items. The older the better. Also looking for items pertaining to old local bike shops, ben Benson info and items he produced. I will also look into buying complete collections of old parts. I'd rather buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979.

Give away --4 ft fish tank, with pump and heater. Need to make room for, what else, but a bike. Will need to be hauled out of my basement. Tank still has two 8 inch bottom feeders. Call Mike at 792-6382



Meetings at 7:30 p.m. LAST Tuesday of the month at:

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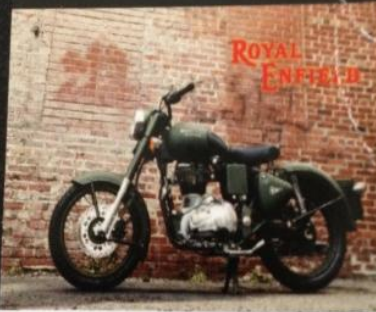


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