



MOTO GUZZI 2017 MARQUEE

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Sadie Grimm: First Canadian Woman Motorcycle Medalist



Antique Motorcycle Club
of Manitoba Inc.

Mailing Address

1377 Niakwa Rd. East
Winnipeg MB R2J 3T

President --Rick Poirier

204-299-9733
pirates.pearl.rick@gmail.com

Vice-President – John

Thompson 204-482-8185
johnfmthompson@gmail.com

Secretary – Kim Robinson

204-471-5465
pirates.pearl@gmail.com

Treasurer – Sarah Strome

204-295-5101
sarah.strome@gmail.com

Past President –

Ross Metcalfe
204-831-8165
moose102@escape.ca

LIBRARIAN

Mike Baraschuk
204-757-2368
msb@highspeedcroe.ca

PROPERTY MANAGER

Rick Peters 204-822-3535
ricpeters88@yahoo.com

CLUB HISTORIAN--Jim

Harrison 204-837-9093
recycle2@rocketmail.com

RALLY CHAIRPERSON

Clarence Holigroski
204-668-5998

PUBLISHER/EDITOR

Raymond Millis
204-981-7714
Scarletfever71@hotmail.com

Roster

Mark Baribeau
204 257-6617
m.baribeau@shaw.ca

WEBMASTERS

Greg Hygaard
204-482-7915
oldwing@mts.net
Don Charleton 204-334-3017
doncharleton@gmail.com

Prez's note

It seems like forever since we have had an AMCM meeting, but with Keith's Movie Night and some Tech Nights with Dan and John folks keep getting together! The pictures and comments on the Facebook page are great – thanks to everyone for sharing.

We will have a busy February meeting as we have a lot to discuss and plan. We will have 6-8 spots for motorcycles and also for our AMCM canopy at World of Wheels/Cyclorama. **The registration form should be sent in by March 1, 2017...there is a typo on it that stated the deadline was Feb 1st!** Please let me know if you are planning to display your bike at the booth – we will go on a first come, first serve basis. We will also have the volunteer rota ready for people to sign up for volunteer time to manage the booth. We think we should have some AMCM regalia available for sale as well...but we can discuss this at the February meeting!

Reminder that March's meeting is our annual Auction Night. Please bring your items you would like to have auctioned off – we'll follow the same guidelines as last year: 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.

Hope you are enjoying the winter working on projects while waiting for warmer weather to return for the riding season. OR, trust you are enjoying a warm and extended riding season south of the 49th parallel!

Cheers - Rick

Notice to all members. 2017 AMCM dues are due. Please register at the next meeting so you won't miss your newsletter. Riding season is almost here.

First Canadian Woman Motorcycle Medalist Sadie Grimm.

You have heard me talk about this remarkable young Winnipeg woman motorcyclist. Let's go back to the dinner in Edmonton on September 27, 2014 where I, as your president, was honoured to accept the Manitoba Motorcycle Club's induction into the Canadian Motorcycle Hall of Fame. Scott Thomson had put together an incredible compilation of MMC artifacts and was there to film my acceptance speech (as can be seen on the Antique Motorcycle Club of Manitoba's webpage). Also in attendance that night from Manitoba was the guru of the Coalition of Manitoba Motorcycle Groups, Doug Houghton and his better half, Mary Johnson. All three of us had ridden out together to attend this great ceremony. It was during that speech that I made reference to the fact that the MMC was way ahead of its time, in Canada, for recognizing women. Because, as it turns out, Sadie Grimm, in 1914, did what no male motorcyclist could accomplish in Manitoba.

The following summer, on July 5, 2015, the AMCM, with the help of our webmaster, Greg Hygaard, organized the Sadie Grimm run out to Hunt's Roadhouse north of Selkirk. We contacted Mary Johnson of the CMMG who is very instrumental in organizing events for Manitoba women motorcycle riders. We told her that if she would round up women riders to participate in the event, we would buy them their meal. Not only did she round up a large number of riders, after lunch, they completed the run to Winnipeg Beach, 101 years after Sadie did it on her 1914 Indian.

Another thing Mary did for us was put out the word for people who were interested in doing further research on this mysterious rider. And this is where I would like to introduce you to Carolyn and Paul Peters, who spent the better part of last year taking what little information I had on Sadie and tracked down long lost relatives in rural Manitoba and as far away as California. They are still on the hunt for information but here is what they have garnered thus far:

The June 20, 1914 headline in the Motoring section of the Manitoba Free Press read Lady Wins Gold Medal. What made this achievement remarkable is that nineteen-year-old Sadie Mildred Grimm succeeded where many male motorcycle riders before her had failed.

On July 5, 2015, a group of women from the Coalition of Manitoba Motorcycle Groups celebrated the hundredth anniversary of this ride. The event was sponsored by the Antique Motorcycle Club of Manitoba and retraced the route of one of the earliest documented feats of motorcycle tenacity and skill by a woman anywhere in North America. As far as we have been able to determine, Grimm's Gold Medal is the first known motorcycling prize awarded to a woman in a competition open to men. A few years earlier, American Clara Wagner was denied the trophy for winning an endurance race between Indianapolis and Chicago due to her gender.

Back in the winter of 1913/14, the Manitoba Motorcycle Club had offered a medal to the first motorcyclist to make the trip from Winnipeg to Winnipeg Beach. While this fifty to sixty-mile challenge might seem an odd choice today, it was the perfect fit for the time.

By 1914, Winnipeg Beach had become one of the most desirable travel destinations from Winnipeg with many thousands travelling on as many as 13 trains a day on busy weekends. Dale Barbour's history of Winnipeg Beach, which mentions Sadie Grimm, notes that during its heyday this was claimed to be the most profitable stretch of Canadian Pacific Railway (CPR) track in Canada.

The explosion of automobile and motorcycle ownership was accompanied by a growing dissatisfaction with the lack of serviceable roads and this spilled regularly onto the automotive pages of local newspapers and had become a growing political issue. So while it was the CPR that had made the Beach popular and accessible in the first place, there was a growing resentment that the lack of proper roads gave the railway a de facto monopoly.

It was reported that there were numerous unsuccessful attempts to make the trip to the Beach with some motorcyclists trying while the ground was frozen. Others tried in the spring break up but found the swamps impossible.

On Sunday morning June 14, 1914, Sadie Grimm left Winnipeg on her 1914 7-hp Big Twin Indian motorcycle planning the attempt via Selkirk. This bike was Indian's top-of-the-line offering other than an ill-fated limited production electric start model.

Unknown to Sadie, at least one other motorcyclist was also making an attempt that day. The Free Press described her ride as follows:

"For twenty-five miles she had to break gravel eight inches deep while going thirty miles an hour she took several graceful slides but picked herself up unhurt. From Selkirk to St. Louis (now Petersfield) the road was fair but from then on it was all bog and pot holes. After riding paths and mudholes alternatively, Miss Grimm decided to try the railroad track. This she found very bumpy but much preferable to the continual mudholes interspersed with stumps and roots. In the swampy section, Miss Grimm passed a number of high power cars abandoned in the mud while the owners went hunting (for) teams (of horses). After four hours of solid plugging Miss Grimm registered at the Empress (CPR Hotel) and was told she was the first one to make her way through this season. Miss Grimm, not satisfied with her achievement turned around after a few hours' rest and rode back to the city via Teulon completing one of the most strenuous rides ever attempted by a Manitoba motorcyclist."

Remarkably, she actually accomplished the feat twice the same day by two different routes! It turned out that a motorcyclist with a side car had run out of gas west of the Beach and arrived several hours too late to claim the prize.

The seventh of eight children, Sadie Grimm was born in Milverton, Ontario in 1895 though the family resided in Gretna, Manitoba at the time. They later moved to St. Francis Xavier before settling at 589 Walker Street in Winnipeg.

We cannot say for sure how a teenaged Sadie acquired a brand new state-of-the-art motorcycle or the required skills. It is interesting that she was pictured in the Free

Press wearing Indian apparel but it seems unlikely that she would have received factory sponsorship.

We do know that she had caught the eye of future husband James (Jim) Roland Cruikshank. Jim was a well-known amateur motorcycle racer having participated in a number of advertised competitions including a July 1 event in 1911 at the Portage Races as a teenager. By 1913 he had opened up an Indian Motorcycle repair shop on Main Street in Winnipeg across from what at that time were the newly built Yale and Northern hotels. In August 1914, Jim would participate in the most famous motorcycle meet ever held in Manitoba. The City of Winnipeg declared a holiday for the three-day Dominion of Canada Motorcycle Championships which included factory racers from the United States and several future Canadian Motorcycle Hall of Fame inductees. Jim would come second to Wild Bill Pelham in the 5-mile 7 hp side-car event. There is no record of who was in Jim's side-car.

The unusual nature and challenge of women riding motorcycles in this period is underscored by the Van Buren sisters' experience where they were arrested for wearing men's clothing on their famous 1916 U.S. transcontinental ride. 1914 was a watershed year for women's rights in Manitoba including the Nellie McClung led mock parliament at the Walker Theatre that confronted premier Roblin's statements on the prospect of women voting. The papers of the day included numerous articles on the evolving role and accomplishments of women.

Sadie's novel achievement made her an obvious choice as a spokesperson on the participation of women in motorcycling. Her July 25, 1914 interview in the Winnipeg Tribune pays little attention to social convention and boldly promotes motorcycling as recommended for the well-being of women:

"My trips on a motorcycle have been one long list of pleasures. In the first place, the motorcycle is a great teacher... it teaches (one) to be more independent on herself, to know that with a twist of the wrist she can control the powerful little machine that will carry her swiftly and safely wherever she wants to go. I don't think anyone could recommend a better doctor than nature – plenty of fresh air and exercise are the greatest health givers... On the two-wheeler, one can take a spin into the country after working hours in the evening or early in the morning and Sundays and holidays can be spent entirely out of doors."

Sadie and Jim were married on September 9, 1914 at her family's home. With the outbreak of the First World War, Jim volunteered for overseas service where he would join the newly formed Royal Air Force as a mechanic. They started a family immediately after Jim returned with their only child Dorothy being born in 1920. The trail on Sadie's two-wheeled adventures runs cold after the war. A great-niece has described Sadie as a pistol but had no knowledge of her motorcycling past. The Cruikshank family's involvement in motorcycling included Jim's older brother Charles Gordon Cruikshank who was identified as one of two officials struck – but unhurt – by a motorcycle that had left the track at the August 1914 championships. We also know that Jim later ran an electric engine repair business in Brandon.

Daughter Dorothy passed away in 1981 after moving to California with her husband Ken Taylor and two sons. It would be interesting if Sadie's grandsons, great-grandchildren or any other members of the Grimm and Cruikshank families have possession of the Gold Medal or other pictures and anecdotes that would help colour this story.

Sadie quietly passed in 1970. But on one day late in the spring of 1914, she did something spectacular that no one had done before her. And she did it twice!

I want to thank Carolyn and Paul for all the hard work they are doing to tell Sadie's story. I can tell you that they are currently putting nomination papers together to have Sadie inducted into the Canadian Motorcycle Hall of Fame. Carolyn and Paul Peters are avid motorcyclists and reside in Manitoba (Paul just informed me that he has purchased a 1973 Norton Commando).

The photograph accompanying this article was a shady unrecognizable blob and I would like to thank the AMCM for supporting the \$80 fee for having the only known photo restored. The photo was restored by Jeany Jerome Of Anything Art and is now the property of the AMCM.

As a postscript, to the newer members of the AMCM, it should be noted that the MMC, founded in 1911, legally amalgamated with the AMCM in 2010. So when one joins our great club, they also become a part of Canada's oldest motorcycle club and reportedly the 4th oldest motorcycle club in the world.

All the best in 2017.

Ross Metcalfe

Special Notice.

Please find a registration form for the World of Wheels at the end of this newsletter. We have room for 6 to 8 bikes in our display. You must register by March 1st. Print and fill out the form, then mail it to Bob Chubala with cheque. The address is on the form. Also notify Rick or Kim.

Moto Guzzi OUR 2017 MARQUEE

A LEGEND, FOR MORE THAN 95 YEARS

On 15 March 1921, the company "Società Anonima Moto Guzzi" was constituted in the offices of the notary Paolo Cassanello in Corso Aurelio Saffi, Genoa, for "the fabrication and sale of motorcycles, and all other activities pertinent or correlated to the metalworking and mechanical engineering industries". The partners in the Company were the renowned Genoese ship owners Emanuele Vittorio Parodi, his son Giorgio and his friend Carlo Guzzi. Guzzi was a former comrade of Parodi's in the Italia Air Corps, as was another friend Giovanni Ravelli, an aviator - like Parodi - who died, however, on 11 August 1919 during a test flight. It was in memory of this friend that the spread-winged eagle motif in the Moto Guzzi badge was chosen.

The company's first motorcycle was the legendary 8 HP Normale. This was followed by successful models such as the 1928 Guzzi G.T., dubbed "Norge" to commemorate the expedition to the Polar Arctic Circle, and the Airone 250 (1939), which remained Italy's best selling medium capacity motorcycle for over 15 years. In the meanwhile, the marque also notched up numerous racing successes. The first was in the prestigious Targa Florio in 1921, which marked the beginning of an impressive succession of victories: up until its withdrawal from motorsports in 1957, Moto Guzzi accumulated an enviable collection of accolades including, among other titles, an astonishing 14 world GP championships and 11 Tourist Trophies.

The years following the Second World War spawned models such as the Guzzino 65 ("Cardellino"), which was Europe's best selling motorcycle for over a decade. This was followed by the legendary Galletto (1950) and the Lodola 175 (1956). In 1950, Moto Guzzi installed a state of the art wind tunnel at Mandello Del Lario, making it the first constructor worldwide to do so. The company's racing division was a team of brilliant minds, with engineers such as Umberto Todero, Enrico Cantoni and the Milanese Giulio Cesare Carcano, who would soon achieve legendary status for creating the 285 Km/h Guzzi Otto Cilindri.

At the end of the 1960s, Moto Guzzi presented the 90° V-twin engine that was to become the very symbol of Moto Guzzi itself. This power plant was used as the basis for models such as the Guzzi V7, the V7 Special and yet another icon, the Guzzi V7 Sport. The glorious V-twin was also produced as smaller capacity V35 and V50 variants. The largest iteration of this engine powered the definitive Gran Turismo - the Moto Guzzi California, which evolved to include electronic injection and a triple-disc brake system. Dedicated to the US market, together with the Ambassador and Eldorado variants, the California boasted the classic 850 cc engine capacity, a displacement that has since been rediscovered and brought back into the current range. Models like the Le Mans, Daytona, Centauro and Sport 1100 kept the sports heritage of the marque alive. The unmistakable style and character of these bikes

were brought right up to date in the 1990s with the new California, Nevada and V11 Sport series.

On 30 December 2004 Moto Guzzi became a part of the Piaggio Group (chairman and managing director Roberto Colaninno), the European leader in the two-wheeler market and one of the world's major constructors in the sector. Expressing the spirit of this renaissance was the Breva 1100 presented in March 2005, a new and successful Italian offering for the naked segment. September that same year saw the widely acclaimed launch of the Griso 1100, a bike boasting original engineering solutions and unique styling. From April 2006, the Breva and Griso have also been offered with Guzzi's hallmark 850 cc engine size.

In May 2006, the Norge 1200 marked Guzzi's return to the Gran Turismo genre: a bike offering total protection from the elements, the new 1200cc V-twin engine and uncompromisingly generous standard equipment for devouring miles in complete comfort. The Norge earned the admiration of the 14 journalists who, in July 2006, rode a convoy of the bikes 4,429 Km to Cape North, following the route taken in 1928 by the bike's predecessor - the GT 500 created by Giuseppe Guzzi.

Testifying to the great passion that unites all Moto Guzzi owners, between 15 and 17 September, 15 thousand Guzzisti from over 20 different countries flocked to Mandello Del Lario for the fourth edition of GMG ('Giornate Mondiali Guzzi' - World Guzzi Days). Overseen by the Moto Guzzi Club, the countless Guzzi owners' associations around the world boast an unparalleled loyal following. There are over 25,000 Motor Guzzi motorcycle club members worldwide (the largest group of which in the USA, with 52 clubs in the country), and more than 70 internet websites dedicated to the brand

Moto Guzzi has answered the dreams of its loyal fans, and the sporting heart of the Mandello Eagle is beating once again: in March 2006 at the legendary Daytona circuit, Gianfranco Guareschi scored a historic double victory by winning both heats of the Battle of Twins. On 6 March 2007, Guareschi repeated the performance and won the following year's edition in the saddle of his trusty Moto Guzzi. Spurred by these racing victories on the other side of the Atlantic, a new model was created to embody the sporting spirit of Moto Guzzi - the 1200 Sport. Presented in October 2006, the 1200 Sport is a sophisticated naked, brimming with personality in every aspect of its design, chassis architecture and ergonomics, and powered by the latest 1200 cc generation of the 90° V-twin.

2007 saw the Mandello based brand bursting with even more life than ever. At the 64th edition of the Milan EICMA Show at the end of 2006, Moto Guzzi presented the Griso 8V - an evolution of brand's mesmerising naked powered by a new 4-valve engine producing over 110 hp - and the Bellagio, a custom powered by an oversquare 940 cc engine. During the global Piaggio Dealer convention held in Berlin in February 2007, the project for a new Moto Guzzi was unveiled - a large street enduro with the evocative name: Stelvio.

On 26 March 2007, against the backdrop of Lake Como, Moto Guzzi once again proved that it keeps its promises by presenting the definitive version of the Bellagio to the press just a few months after the Milanese show, while the following September, it unveiled the powerful Griso 1200 8V. 2007 was also the year of the Giornate Mondiali Moto Guzzi event, which was given an even more exclusive touch by the appearance by the cinema star Ewan McGregor. The actor had come to Mandello del Lario to collect his white California Vintage, which he had purchased a few months previously when filming scenes for his adventure TV show Long Way Down at the Guzzi factory. EICMA 2007 was the setting for the world preview presentation of two models at opposite ends of the spectrum in the comprehensive Moto Guzzi range: the Stelvio 1200 and the V7 Classic. The Stelvio 1200 was presented to the international press in March 2008 in the medieval town of Rocca Salimbeni, the home of the Monte dei Paschi di Siena bank, while the following May, journalists were given their first chance to test the abilities of the nimble V7 Classic on the streets of Milan.

A significant testimony to the brand's quality came when Guzzi won the contract to supply 35 Moto Guzzi Norge GTs to the Berlin police, while 20 Moto Guzzi California Vintage bikes were delivered to the Corazzieri Italian Presidential guard corps the same year. 2009 saw the introduction of the V7 Cafè, a sports variant of the V7 to join the existing Classic, presented in Rome together with the Griso SE in March, and of the Stelvio NTX, which marked the introduction of ABS on the Guzzi's maxi enduro. This bike, presented to the international press on the roads of the Dolomites, is powered by the first upgrade of the "Quattrovalvole" engine, with new camshafts. At the end of 2009, during the 67th International Motorcycle Show in Milan, Moto Guzzi captured the world's attention with three futuristic prototypes designed by Miguel Galluzzi and Pierre Terblanche: V12LM, V12 Strada and V12 X, which immediately received the Motorcycle Design Association Award (a design association with 165 members in four continents) for the best motorcycle design.

In late 2009 the Piaggio Group also announced a significant investment programme, which involves not only the development of future Moto Guzzi product ranges but also the Mandello del Lario production facility, where a major restructuring project is currently in progress to make the plant more modern, functional and efficient to reflect the rebirth of the brand.

A spate of new Moto Guzzi models was also unveiled at the 2010 edition of EICMA Milan. The all-new family of large 1200 8V bikes with four valves per cylinder – namely the Stelvio 1200 8V, the Stelvio 1200 NTX and the Norge GT 8V – was presented at the show, while the press launch for the bikes was held on the roads of Tuscany in Spring 2011.

This year also saw the launch of the V7 Racer, a genuine production special with a 750cc engine inspired by the tuned specials of the 1970s based on the V7 Sport. The

V7 Racer celebrates Moto Guzzi's traditional styling cues in a savvy mix of technology and exquisite craftsmanship. Details such as the chromed tank embellished with an elegant leather strap, and metal accents in the Moto Guzzi badge colour-matched with the red frame capture the attention at first glance. Boasting a small block engine of the same capacity is the Nevada Anniversario, which celebrates twenty years of the "baby" Guzzi with a new sports custom to join the ever popular Classic.

2011 - the year of the 90th anniversary of Moto Guzzi - started off with a pleasant surprise: an all new version of the Moto Guzzi California. The prototype for the new California, powered by an all-new 1400 cc transverse 90° V-twin, reinterprets the legacy of a legendary motorcycle in an original new design that emphasises both the architecture of the engine and the generous dimensions of the saddle and the tank, which is sculpted around the cylinders.

But 2011 has many more exciting things in store to mark the 90th birthday of the Eagle brand: on 15 March, the Piaggio Group celebrated the official anniversary of the foundation of Moto Guzzi with a highly anticipated announcement: Mandello del Lario will once again set the stage for the GMG event in mid September this year. Preparations are already under way for an extraordinary "90th Anniversary" edition of the Giornate Mondiali Guzzi, to give thousands of loyal Guzzisti from all over the world the chance to celebrate together with Moto Guzzi, discover the brand's future models and see at first hand the modernisation and restoration work to transform the historic Mandello del Lario factory into a modern production facility, in which ninety years of glorious motorcycle history live side by side with the latest manufacturing technology.

2012 starts under the sign of the new V7 range. New engine, revamped design, brand new equipment: the legend of the V7 reaches its highest expression yet. The new V7 (available in three versions: V7 Stone, V7 Special, V7 Racer) is a completely new bike, more powerful, faster, thriftier, more ecological, better refined and more comfortable than the previous version, and yet still with a cardan shaft driven 90° transversal V two cylinder engine and double frame.

Even before its presentation at the EICMA motor show in Milan, November 2012, the new Moto Guzzi California 1400 captured the attention of motorbike fans all over the world. The announcement heralding the debut of the new cruiser built in the historic factory in Mandello del Lario, and a few early rumours, were all it took to arouse curiosity and anticipation about the latest representative of a tradition that has established Moto Guzzi as an aristocrat among world motorcycle brands. Refined style, cutting-edge technology and exceptional dynamic features characterise the new California 1400 in the Touring and Custom versions, two distinct models in terms of personality and intended use.

The new California 1400 is a bike of firsts, starting from the 1400 engine, a record engine size for a V-twin motorcycle engine in Europe. The powerful 90° transverse V-

twin, elastically mounted on a brand new chassis, delivers a torque of 120 Nm at just 2750 rpm.

Everything on the California Touring and the California Custom contributes to combining the best of modern, cutting-edge technology with the classic style and elegance of the Moto Guzzi brand: multimap Ride by Wire accelerator, cruise control, MGCT traction control system and two-channel ABS. Hand built in the Mandello del Lario plant, where Moto Guzzi bikes have been turned out without interruption since 1921, the California 1400 models stand out for the attention to craftsmanship with which each single component is assembled. A level of care that makes every Moto Guzzi California a unique piece, with the power to match and accentuate the strong personality of a passionate and exclusive clientele. Find more stories at –
Adventure Power Products 797 Quest Blvd Ile des Chênes, MB R0A 0T0
PHONE (204) 878-3194



How about some humor

Rick P is our bike club President

His life work on the railways was spent

He'll set to with purpose,

and even fix a locomotive

Guess he can fix his bike too- - if bent



AMCM TECH NIGHT

The first AMCM Tech night of 2017 was held on Jan 19 and was led by Nishant Balakrishnan who shared his experiences with lacing wheels. Nish possesses a well-credentialed technical background and his knowledge and passion for building old motorcycles is very obvious

when he fields any motorcycle related question. Interesting and unexpected discussions are generated from Tech Night leaders and this night was no different. A great discussion of matching the correct grade level of parts to a bike was well suited for the attending group of motorcycle enthusiasts who own a range of bike quality from world class restorations to daily riders complete with road grime and oil streaks, and who perform repairs and restorations in work areas ranging from spacious well-equipped shops to home basements. Nish really hit the nail on the head with his talk, or more appropriately, within a few thou of maximum runout.

Topics covered included rim types, spoke size and quality, sourcing a rim and spokes, building a wheel with different hub and rim combinations complete with examples and demonstrations. A wheel build in progress was used to demonstrate how to measure runout as well as the art of spoke tightening to bring it to an acceptable true. I used the word art but math, pattern recognition, and an ability to think in a three dimensional model is needed to end with the construction of a successful round wheel that passes a safety inspection. Who would have thought a circle was so complicated, other than those who have tried to lace a motorcycle wheel.

Another valuable discussion included the cost effectiveness of restoring versus buying new. The cost and effort of sandblasting and restoring may be greater than the cost of new, not to mention the viability and safety in some cases. Sadly, if a steel wheel or spoke is displaying obvious rust, it may have already lost enough sound material to negatively impact its integrity and safety. The cost of chroming also may be prohibitive unless you are concerned with originality. Comments from the group during the sessions continue to uncover the awesome knowledge and experience of the AMCM members. A big thanks to Nish for his time and effort to improve our bike knowledge. Capturing the complete discussion and demonstrations could fill a small book or manual.



On a personal note, I am very pleased with the Tech Night series and it seems to be achieving some of the original intentions it was created for. It was very satisfying to see an orphaned wheel with no assigned purpose that left my shop with Lyle at the last Tech Night return complete



with new spokes and different hub as part of this night's demonstrations. During Nish's discussion of spoke sizes and odd hub setups, I recalled storing away a new set of spokes I found in a box of parts I received as part of a lot buy some years back and yes, it was a brand new set of Buchanan stainless steel spokes he mentioned for hubs with a different size left and right sides. Those spokes now identified are on their way to an enthusiast with a more immediate use rather than languish in my parts drawer. A great example of shelved parts finding old projects leading to more member's bikes on the road, or dare I say successful hoarding?

A final thanks to Clarence and anyone who arrives early to help setting up the garage as well as the spontaneous collection for the food that occurred this night. Very much appreciated. Next TECH night is tentatively planned for February 16, 2017 at Mr. John Thompson's. Details to be forwarded to members later.

Dan Catte

Hey do you know... What is a Guzzisti

And also!!!! There is no
Harley Davidson- Indian war in
Portugal.

I am reporting from the south coast of Portugal. Where today I stopped at the local Harley shop. Which by the way, is also the local Indian dealership. Hard to believe that both signs are on the same building. That would never happen in the good old USA. cheers.

Ross



Blast from the Past

Antique Motorcycle Club of Manitoba

30th Anniversary Submitted by Ross Metcalfe

It is well known that Siggi and I organized the club back in January of 1977. The first meeting was held at the old Rothman's board office on St. James Street. There was free coffee and free small sample packages of cigarettes for all members who attended. It was an excellent meeting place.

In January of 1977, 16 members paid their \$5.00 dues and thus began the AMCM. By the March meeting, the membership had swelled to 26. Although some may say the first meeting constitutes a charter member, I would like to let the record reflect that anyone who joined in 1977 would be referred to as a charter member. And so, here they are:

January 1977

Ross Metcalfe

Siggi Klann

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 Wiebe

As of March 2007

active member

active member

in the neighbourhood

deceased

in the neighbourhood

deceased

active member

Vancouver Island; still owns his '40 Chief

deceased

deceased

deceased

deceased; his son still owns his Indian Chief

in the neighbourhood

in the neighbourhood

in the neighbourhood

deceased; his '38 Chief went to Regina

March 1977

John & Pat Choquette

Jake Dyck

Tom Ellison

Laddie Nos

Philip Paterson

Jim Simmons

active members

not known

moved out of province

deceased

not known

active member

Jim Gold	in the neighbourhood
Ray Houde	in the neighbourhood
Pat Lannigan	not known
T. H. Metcalfe	deceased

I hope everyone makes an attempt to come to the rally this year, even if it's only for a day or an evening. Let's not forget to attend the 30th straight corn roast which has only ever been held at John & Pat Choquette's. Congrats to Pat & John!

Another member who deserves a huge pat on the back is Jim Harrison. While Mike the Bike and I were compiling the list of illustrious presidents over the past 30 years, it became evident that Jim Harrison has served as president 11 times! Ten of them in a row. A huge thanks to Jim.

Here is the list of Past Presidents:

1977 Ross Metcalfe	2000 Jim Harrison
1978 Ross Metcalfe	2001 Jim Harrison
1979 Jim Harrison	2002 Jerry Stubbington
1980 Jim Simmons	2003 Jerry Stubbington
1981 Ed Pauch	2004 Greg O'Kane
1982 Mike Baraschuk	2005 Greg O'Kane
1983 Randy Maunder	2006 Jim Reimer
1984 Craig Kraft	2007 Jim Reimer
1985 Craig Kraft	2008 Jerry Stubbington
1986 Barry Seib	2009 Jerry Stubbington
1987 Siggi Klann	2010 Ross Metcalfe
1988 Ed Maisey	2011 Ross Metcalfe
1989 Ed Maisey	2012 Ross Metcalfe
1990 Ed Maisey	2013 Ross Metcalfe
1991 Jim Harrison	2014 Ross Metcalfe
1992 Jim Harrison	2015 Ross Metcalfe
1993 Jim Harrison	2016 Rick Poirier
1994 Jim Harrison	2017 Rick Poirier
1995 Jim Harrison	
1996 Jim Harrison	
1997 Jim Harrison	
1998 Jim Harrison	
1999 Jim Harrison	

MOTORCYCLE MATTERS

To make a start on this fascinating subject, I would firstly like to say that motorcycles were in fact the first vehicles propelled by the internal combustion engine, as Gottlieb Daimler constructed a practical self-propelled two-wheeler as early as 1885. Like its descendent, the motor car. Motorcycles have been produced in many lands and by many firms and some weird and wonderful contrivances have been produced in the past 130 years. Most of you are aware that the several thousand of different makes of motors cars have been produced, but are you aware that during the same period, motorcycles were also produced by a great many firms, some of which survive today. How many of the following makes of motorcycles and scooters you recognize?

A.E.C	A.M.C	A.J.S.	A.K.D.
A.S.L.	A.J.W.	Ace	Acdles
Alcyon	Alector	Allard	Alldays
Ambassador	Anglian	Ariel	Ascot Pullin
B.A.T.	B.S.A.	B.K.W.	Beardmore
Benelli	Blackburne	Bollee	Bond
Bradbury	Brough	Brough Superior	Brown
Bruneau	Buchet	Bultaco	Campion
Calthorpe	Can-am	Capriola	Cedos
Century Tandem	Chapparral	Chase	Chatei-Lea
Clarenden	Clement	Clyde	Clyno
Comb	Connaught	Corgi	Cotton
Coventry Eagle	Coventry Mottette	Curtiss	CZ
Daimler	Dayton	Deconville	
Dedion-Boughton	Deluxe	Dennis	Derby
Diamond	Dot	Douglas	Dreadnought
Ducati	Durkopp	Dunelt	D.K.R.
D.K.W.	D.M.W.		
Eadie	Evans	Excelsior(USA)	Excelsior(Eng.)
Emblem	Eagle	Eureka	
Fee	Fielbach	Flying Merkel	Francis Barnett
Fruin	F.N.		

Gamet	Garelle	Garrard	Gilera
Grindly-Pearless	Griffin	Green-Precision	Gibson
Greeves			
Harley Davidson	Holden	Hillman	Henderson
Humber	Henley	Honda	H.R.D.
Hedstrom	Holley	Hobart	Hodaka
Heinkel	Hewetson	Husqvarna	
Ixion	Indian	Ico	Invictor
Iver	Itom	Ivy	Iris
Johnson	J.A.P.	James	Jawa
Kawasaki	Korn	Kitto	Kerry
K.T.M.			Kreidler
Lagonda	Lawson	Lea-Francis	Levis
Lurquin Et Coudard		Lambretta	Laverda
Leon Bollee	Liberator		
M.V. Agusta	Marsh	Matchless	McEvoy
M.M.C.	Morris	Motoguzzi	Mitchall
Minerva	Minneapolis	Maico	Merkel
Matador	Montgomery	Metisse	Motobi
Mondial	Montesecoche	Montesa	Motobecane
Morman	Mer-A-Car		
New Era	New Imperial	New Hudson	New Gerrard
Norton	N.S.U.	N.U.T.	
Ormonde	Ogston	O.E.C.	Orient
O.K. Supreme			Ossa
Panther	Peugeot	Pennington	Pannonis
Prior	Philtiens	Precision	Pernoo
Pearson & Cox (steam)		Pope	Parilla
Phoenix	Premier	Puch	Pullion
Quadrant			

Royal Enfield	Regal Green	Radco	Rex Acme
Rudge	Royal Ruby	Roc	Reading Standard
Raleigh	Rex	Riley	Royal Sovereign
Rumi	R.O.	R&P	
Scott	Scorpion	Skootamota	Sears
Singer	Sparkbrook	Stellar	Sunbeam
Suzuki	S.H.L.	Schickel	Sharke
Starley	Sun	Swift	
Triumph	Thieme	Thor	Vincent
			Vespa
Velocette	Vindee	Victoria	
Wagner	Wolf	Williamson	Werner
Wooler	Wolfmueller		
Yale	Yamaha	Zenith	Zundap

Motor Wheels

Briggs-Stratton	Cyclemaster	Johnson	Merkel
Mini-Motor	Roc	Rollaway	Shaw Singer
			Wall

(from our first newsletter Issue 1-1)

By Bert Bentley

Help support your club

In this newsletter you will notice a story by Bert Bentley. This is the type of experience that is nice to share with others. If you have a suitable story or contribution to make to our club newsletters please submit it to the club newsletter editor.

Deadline for our next newsletter is on April 17/17. Make sure to email or give it to Rainman at the next meeting – Stories, ads, etc. Help keep old bikes alive and running.

Sincerely yours
Siggi Klann

* 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!**

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 buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979

FOR SALE: customized 1967 C77. Rebuilt engine, custom paint, mini 'ape-hangers', custom solo seat, carrier, antique saddlebags. New regulator/rectifier, electronic ignition, new battery, new brake shoes. Details of the restoration at

<http://www.diannebest.com/Projects/Honda%20Dream/CA77%20Dream.html>

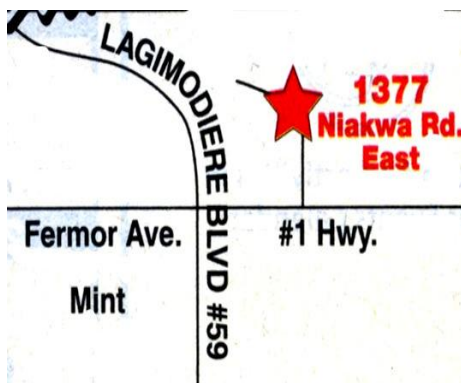
Comes with a second engine, a frame, forks and all the original parts (except seat and mufflers). Asking \$2,500 (OBO) for the whole package. **Contact winnonad@yahoo.com**



FOR SALE: 1962 Honda 50, unrestored. Asking \$1,200 (OBO). **Contact winnonad@yahoo.com**



For sale 1996 BMW Contact Garth [204-635-2251](tel:204-635-2251), evenings till 9:30



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

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Innovative Cycle



PARTS~SERVICE~SALES

What is a Guzzisti I haven't found a dictionary definition but to the best of my knowledge a Guzzisti is a Moto Guzzi enthusiast.

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February 16, 2017- Tech night at John Thompson's 30130 Road 80N

February 28, 2017 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.

March 10, 2017 to March 19, 2017

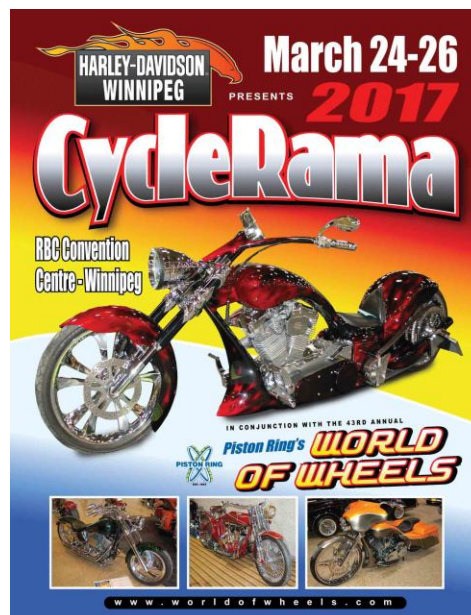
76th Anniversary of Bike Week 2017 ---- Daytona Beach Florida

March 11, 2017 Seventh annual Motorcycle swap meet 10AM-4PM
Canad Inns 2401 Saskatchewan Ave East Portage la Prairie Manitoba

March 24-26 /2017

CycleRama at the

World of Wheels



March 28, 2017 –AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road. The Annual Auction meeting. Ross will be the auctioneer!

April 25, 2017 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.

June 3,2017 - Perimeteritis Ride to Morden

June 23-25th Bison Classic Motorcycle Rally in Carman – BE THERE!!

17th annual

Bison Classic Motorcycle Rally

June 23rd-25th
King's Park Carman MB

Show N Shine

Great Food!

CAMPING

More Info
amcm.ca



Contacts:

Kim~(registrar) 204-471-5465

pirates.pearl@gmail.com

Clarence~204-668-5998

Website~ amcm.ca

Email~amcm.mmc@mymts.net



Presented by:





PRESENTS

CycleRama

In conjunction with the 43rd Annual

**Piston Ring's WORLD OF WHEELS**

MOTORCYCLE SHOW APPLICATION

March 24-26, 2017

RBC Convention Centre - Winnipeg☐ My entry will require an electrical outlet (Fee paid at move-in)**Enclose the entry fee of C\$50.00 plus GST = C\$52.50 Per Bike (includes 2 weekend passes to the show).****Make checks payable to:
Championship Auto Shows of Canada****Please type or clearly print
all requested information.****Mail checks and completed registration form to:
Bob Chubala, 42 Mahonee Drive, Winnipeg, MB R2G 3S2****For more information: Bob Chubala (204) 668-7464, Email: Chubala@worldofwheels.com**

Motorcycles will be competing in different categories for prizes, cash and trophies. Register early, as space is limited. Please notify Bob Chubala of any special needs for display size.

ENTRY DEADLINE FEBRUARY 1, 2017

Name: _____ Telephone: _____

Cell Phone: _____ Email: _____ Address: _____

City: _____ Province/State: _____ Postal Code/Zip Code: _____

Year of entry: _____ Model: _____

Rear Tire Size: _____ Classes will be determined upon arrival of motorcycle at the Winnipeg Convention Centre.

Special features/modifications you would like us to know about: _____

This application shall be accompanied by 3/4 front and 3/4 rear view photographs of the aforesaid vehicle. If said photographs are not submitted with this application, acceptance by the producer shall be conditioned upon producer's final approval of the vehicle at the time and place of move-in for the show.

The Exhibitor hereby applies to the Producer of the custom auto show referred to above to have the vehicle described above displayed therein and agrees that, if the application is accepted, he will display the vehicle at the show under the following terms and conditions:

1. The aforesaid show shall be duly sanctioned by the International Show Car Association (ISCA) and shall be part of the ISCA Championship Series Competition.
2. The show shall be produced in accordance with the ISCA Classifications and Rules Book, as amended.
3. Most shows are necessarily overbooked by 10%. In such cases where space is not available for an entry already accepted to the show, the Producer will have sole authority to deny entrance to the building to vehicles arriving after the building capacity has been reached. Exhibitors denied access to the building will be refunded any monies paid to the Producer, upon request.
4. The Producer shall have final authority to determine the locations of an Exhibitor's display within the show and the Exhibitor's compliance with the aforesaid rules, regulations and policies.
5. Once the Exhibitor's display and/or vehicle are set up in the show, they shall not be removed or concealed by the Exhibitor prior to the end of the show without the permission of the Producer.
6. Neither the Producer, show chairman, sponsor, nor any other officer, director or shareholder thereof, or the owner of the building at which the show is produced, shall be responsible or liable for any personal injury to the Exhibitor or any person affiliated with the Exhibitor, including but not limited to any person or minor under the direction and/or control of the Exhibitor, and the Exhibitor, on behalf of itself and any such person and/or minor, as the case may be, hereby waives any such claim for personal injury. Additionally, the Exhibitor agrees to indemnify and hold harmless Producer against any claim for personal injury by itself or any person and/or minor under the direction and/or control of the Exhibitor. The Exhibitor hereby assumes

all risk and shall be solely responsible, hereby waiving any claim against any third party including but not limited Producer for any loss or damage to all or any part of the Exhibitor's personal property, which shall specifically include, but not be limited to, the Exhibitor's vehicle, trailer, display, material and/or parts. The Exhibitor hereby expressly waives any and all rights the Exhibitor may have against any of them for such loss or damage. Exhibitor agrees to obtain insurance covering the above and assumes full responsibility for any loss or damage. Exhibitor agrees that this signed entry blank supersedes any and all prior and/or contemporaneous agreements and understandings whether written or oral between Exhibitor and the Producer, the Producer's employees, show staff, representatives and sub-contractors. Nothing herein shall be modified unless consented to by Producer in writing. Both parties agree all disagreements will be decided by arbitration in the state where the show is produced.

7. No promotion and/or advertising is allowed with entries unless they are appearing in conjunction with paid commercial space. A single sign may be used to identify major modifications, who did them, and what equipment was used, but large ad signs, handbills, or business card distribution is strictly prohibited.

8. In consideration of this entry, the Exhibitor and those persons within Exhibitor's direction and/or control agree to permit the ISCA or its assigns the use of their names and pictures of the entered vehicle for publicity, advertising and commercial purposes (including newspapers, magazines, radio, internet and television) before, during and after the event, and hereby relinquish any rights whatsoever to any photos taken in connection with the event, and give permission to publish or sell or otherwise dispose of said photographs to ISCA or its assigns. All publicity and advertising rights are reserved by the ISCA or its assigns.

Signed: _____ Dated: _____

(If exhibitor is under 18 years of age, parent or guardian must sign for exhibitor)Summit Racing Equipment -
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