



AMCM/MMC

Jan-Feb 2022

RUST 'N PIECES

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When a segment of society and a commonality of product come together, it usually means an organization of like-minded people is formed.

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Antique Motorcycle Club
of Manitoba Inc.

Story page 5

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Prez's Words

As February comes to a close and Spring is inching closer, we look back upon this Winter as cold and full of snow. The extra snow was great for the snowmobilers. However, it had the opposite effect on our PMS (Parked Motorcycle Syndrome). Warmer days are soon ahead!

I would also like to take a moment to share that we recently experienced the loss of a staple in the motorcycle community - Ray Houde will be missed. My condolences go to his friends and family.

January's virtual meeting was my first official meeting and I want to thank all those who did the hard work to help pull it off.

I am hopeful for our upcoming meetings as it looks like the Covid-19 restrictions are lifting and we will be soon able to meet in person. Unfortunately, this change comes too late for the World of Wheels, as it was cancelled earlier this month. For February we'll be meeting virtually and we'll see what happens in March.

Until we meet, keep warm and don't forget to charge your batteries!

Jeff

Buy with confidence, own with pride.

If you value your hide you'll ride an old motorcycle

Count the old motorcycles on the road-
the others on the roadside

Sincerely Yours
Siggi Klan

AMCM/MMC Christmas get together

The Manitoba Historical Society (MHS), the oldest such society in Western Canada, offers a Centennial Organization Award for non-profit and not-for-profit groups that have operated continuously in Manitoba for 100 or more years. These non-profit groups, including clubs and organizations in the areas of culture, education, health, recreation and sport, etc, contribute significantly to all facets of life in Manitoba.



presented AMCM/MMC President, Jeff McNaughton, with the Club's very own Centennial Organization Award. Founded in 1911, the Manitoba Motorcycle Club (MMC) is Canada's oldest continuous motorcycle club. Many historians believe it is the 4th oldest club in the world.

These groups need not have existed in the same physical location throughout their duration or retain their original name and mandate, so long as they still serve their members in a non-commercial capacity.

At this year's Christmas party at the Pony Corral, MHS President-Elect, Dan Furlan,



I was a few months into retirement when Big Greg H. said to me "Now that you are retired, you'll have time to apply for the Centennial Organization Award". He must have somehow known I was a member of the MHS Council? Turns out he was right! A few years later, I found myself on the right MHS committee and, with the help of President Kim, we submitted the

application along with the necessary documentation which included business records, newspaper articles and photographs.



It was accepted but, thanks to COVID, it took a few more years to actually bestow the award. Now, you will find the MMC listed as an award recipient on the MHS webpage, affording it international recognition for its contribution and longevity in motorcycling in Manitoba.

As most of you know, the Manitoba Motorcycle Club (MMC) was legally absorbed into the AMCM in their 99th year, after a tragic fire burned down their clubhouse in 2010. In 2011, the AMCM crest was redesigned to incorporate the historical MMC.

This recent award is in addition to the MMC having been inducted into the Canadian Motorcycle Hall of Fame in 2014.

You can read more on that at:

<http://canadianmotorcyclehalloffame.ca/inductees/2014/manitoba-motorcycle-club>

Some of you may have heard of the Winnipeg Motorcycle Club which dates back to at least 1909. It was the likes of Mark Baribeau's grandfather Joe, and others who wanted to start a more inclusive club (the WMC was mostly a racing club) that the MMC began.

It became the everything-motorcycle events club. The Winnipeg Club, it appears, fizzled out during the WW1 years. Many people were members of both clubs.

Here we are, coming up on 111 years of motorcycling history in Manitoba. Know that when you are a member of the AMCM/MMC, you are a member of an organization over 100 years old. And also a member of the Canadian Motorcycle Hall of Fame institution.



Ross

The MMC

When a segment of society and a commonality of product come together, it usually means an organization of like-minded people is formed. And so it wasn't long after the motorcycle was introduced to the masses that the Manitoba Motorcycle Club formed, and is now the oldest riding club in Canada.

Story by Greg Williams



Known as “Chicago of the North” in the early decades of the 20th century, Winnipeg was the third-largest Canadian city before the First World War. This Manitoba metropolis featured the ever-expanding Exchange District, and the city served as a hub for shipping goods both north and south, east and west. At one time, Winnipeg had more than two dozen rail lines meeting near its core. Not only was

Winnipeg an important wholesale business and shipping centre, it was also home to a burgeoning population of motorcyclists. On February 21, 1911, approximately 40 riders met up and formed the Manitoba Motorcycle Club, with a mandate of hosting social activities, competitive events and essentially promoting the sport of motorcycling. Still in existence after 111 years, past club president and lifetime member Ross Metcalfe says the MMC is the oldest such group in Canada, and could be the fourth-oldest motorcycle club in the world – and that makes it a legend in our books.

“Motorcycles were a huge deal here before the First World War,” Metcalfe explains as he gives some background regarding the MMC. “There were no less than a dozen outlets in Winnipeg where you could buy a motorcycle, from a Flying Merkel to a Cyclone and all kinds in between.” Metcalfe says that in 1908, when the Traffic Act came into effect, there were at least 265 motorcycles registered in Manitoba, noting that “Bikes were here big time in '08, and even more so in 1911, when the MMC was formed.”

Motorcycles Everywhere Metcalfe has extensively researched the state of the motorcycle industry in Winnipeg prior to the war. He says dealers were importing machines by the dozens in the spring of 1913, including Harley-Davidsons and Indians. He already mentioned Flying Merkel, but notes that Dominion Cycle on

Logan Avenue offered the high-end motorcycle for a price of \$360 (plus \$15 if credit was required). Marsh-Metz motorcycles were available for \$285 through the Winnipeg Cycle and Motor Company, and Excelsior and Triumph at the Consolidated Bicycle and Motor Company. “T. Eaton Co. at Portage and Donald – although one of Winnipeg’s largest department stores – also had a very large motorcycle section right into the 1940s,” Metcalfe adds. There were at least eight other purveyors of motor-cycles in the city at the time.



The founding members were going to initially call the fledgling group the Winnipeg Motorcycle Club. However, in an effort to make the club inclusive across the province, they instead settled on the Manitoba Motorcycle Club. “Most of the club members were Winnipeg-centric, though,” Metcalfe says. “It would take two days to ride just 70 miles back then, and that limited the number of farther-flung members.” Two months after founding the club the MMC held its first official motorcycle run on April 21. The rest of the year saw members devoting their weekends to family rides, participating in parades and competing in racing events.

A Record Setter



Founding MMC member “Wild” Joseph (Joe) Baribeau was a keen competitor. Baribeau wasn’t born in Winnipeg, though; rather, he hailed from Kenora, Ont., and from the age of 14 began dabbling in all things powered by internal combustion engines. In 1910, the now 21-year-old moved west to Winnipeg and raced motorcycles – particularly V-twin Indians. Kirkfield was a five-mile dirt track at St. Charles, a community on Winnipeg’s west side. On the Kirkfield track that year, Baribeau won a race,

and one year later, according to the Canadian Motorcycle Hall of Fame, in September 1911, he set a lap record at Kirkfield when he clocked a mile at 56 seconds. And not a month after that, on October 16, Baribeau set a world record as the first rider to average 60 mph covering 100 miles.

Indian – produced by the Hendee Manufacturing Company – supported Baribeau, and he took a job with them late in 1911. He was moved to Toronto, where the

company had set up a new assembly plant on Mercer Street. Baribeau continued to compete aboard Indian motorcycles and was sent back to Winnipeg in 1914 to defend his world record at the five-mile Kirkfield track.

A Holiday for the Races

Racers and manufacturers from across North America attended and competed at this event at Kirkfield, and it was the MMC that hosted the meet. Seeing the importance of the race, Winnipeg city council declared Monday, the second day of the competition, a public holiday, says Metcalfe.

Baribeau retired from competition in 1914 after falling in a race held in Toledo, Ohio. After he married, Baribeau returned to Winnipeg and eventually set up and ran an auto repair shop.

“Joe Baribeau was an important racer, and he helped put the Manitoba Motorcycle Club and Winnipeg on the map,” Metcalfe notes.

In a different kind of competition designed to prove the mettle of their machines, MMC members held a 50-mile reliability run in September 1911. The machines lined up and the event got started just outside the Winnipeg Free Press newspaper building. According to Metcalfe, several manufacturers, eager to showcase the superiority of their particular products, sponsored the event.

Not Just for the Guys



The MMC annually promoted its reliability run, and in 1914, the gold medal winner was Sadie Grimm. She rode her motorcycle 60 miles to Winnipeg Beach, and after four hours in the saddle, was the first person to reach the lobby of the Empress Hotel. Grimm reportedly rode the first 25 miles on gravel, then followed the Canadian Pacific Railway line, pounding along the ties and occasionally dealing with bogs and potholes. “We re-enacted that event in 2014,” Metcalfe says of Sadie’s tackling of what would have been, back in 1914, an arduous and strenuous undertaking. “We traced Sadie’s path, and there were more than 30 women riders helping us celebrate 100 years of women motor-cyclists in Manitoba.” Many Manitoba-based motorcycle enthusiasts went to war in 1914, and those who returned were eager to pick up where they’d left off in terms of competing.

“In the late teens and in the 1920s, the Manitoba Motorcycle Club became something of a gentlemen’s sporting club,” Metcalfe says. “Members were always

dressed to the nines and wore their sweaters and ties.” By the late 1920s, Winnipeg had become a general manufacturing centre and other cities, such as Vancouver, began to develop more quickly. When the Depression arrived on the prairies, Winnipeg was particularly hard hit. “But that didn’t really hurt the motorcycle scene,” Metcalfe explains. “Brand-new Knuckleheads were sold here in Winnipeg, so someone was working to make buying a new motorcycle a priority.”

Motorcycle Shock Troop

When the Second World War dawned, the MMC and another Winnipeg group, the Roughriders Motorcycle Club, got together and petitioned the Canadian Army to allow them to form a special shock troop unit. According to a July 19, 1940, Winnipeg Tribune newspaper article, the two groups were “capable of forming a complete motorcycle shock troop body, with its 100 machines, 150 trained riders, mobile repair units and specialized repair crews and mechanics. It has its own instructors and could choose its own officers and [NCOs].” Instead of this unit becoming a reality, however, many members of the MMC, such as Irv Loewen, went off to fly with the RCAF. Some of the remaining MMC members, including Commanding Officer Albert E. Bennett, were called upon to help train military dispatch riders. Throughout the decades, the MMC had a hand in just about every competitive motorcycle event, from flat-track racing, hill climbing and ice racing to motocross and TT racing. The group also organized motorcycle drill teams and performed thrill shows with jumps and flaming board wall crashes.

The Club Mascot

Tim Moulson of Winnipeg can recollect some of these events. Although he was just six or seven at the time, his parents, Fred and Dot, were actively involved in the MMC. His mom and dad dressed him up as a motorcyclist, with a leather jacket and hat, and during the late 1940s and early 1950s, Moulson was a “mascot” for the MMC. “Dad loved his BSA motorcycles, and we didn’t have a car when I was growing up,” Moulson says. “He competed in flat-track and TT racing events, and also did many of the stunts. I know he got into bikes when he was younger and joined the MMC sometime in the 1930s. After he came back from the Second World War, he was a hillclimb champion and also won many of the other club events.”

In 1955, Fred loaded up Dot, Tim, his older brother and their dog Sparky in a homemade sidecar attached to a BSA Golden Flash and set off from Winnipeg to explore the U.S.A. and the original Route 66.



They travelled to Flagstaff, Arizona, and then up to Victoria, B.C., where the family lived for some time. “I’ve got nothing but fond memories of that trip, and all of the MMC’s motorcycling activities,” Moulson says. According to Metcalfe, the MMC had a long tradition of providing charity support and public service, and by the 1970s and early 1980s, it began operating toy-run events to help children in need. In the 1990s, the MMC maintained social riding events and started a safety awareness run to help kick off Motorcycle Safety Month (May) in Manitoba.

Museum Plans Foiled

As the MMC neared its 100th anniversary in 2011, the clubhouse was unfortunately destroyed by fire. “We were only a short time away from moving the clubhouse to the Harley-Davidson dealership and making it something of a museum,” Metcalfe says. “The old clubhouse was being used for weekly meetings, and even though it dated to just after the Second World War, there was a great deal of memorabilia dating back to 1911. We lost a lot in that fire, but we’ve got some remnants that can be restored, such as the Dunlop Trophy that was awarded annually for the Reliability Run.” To ensure the MMC would continue in good health, the group amalgamated with the Antique Motorcycle Club of Manitoba in late 2010, and a new crest designed. In 2014, and in recognition of the group’s continued commitment to motorcycling, the MMC was inducted into the Canadian Motorcycle Hall of Fame. The focus of the MMC continues to be road riding, but its mission to promote the sport of motorcycling has never wavered.



Hello Members...

Shown below are 2 possible t-shirt designs for consideration by the club membership. The executive would like feedback from members who are interested in buying the t-shirts not only on the design but also how many shirts you would like to purchase. A discussion will be held during the upcoming meeting. For those not able to attend the meeting, please send your feedback to Jeff or Ken.



Sadly we have lost a Brother

We honour a true friend and lifelong motorcyclist who has completed life's journey.



It is with sadness that we inform you that Ray Houde passed away on Wednesday, January 26th. He was a long-time member of the Manitoba Motorcycle Club, actively participating in both races and riding events. Gregarious by nature, his nickname was 'Gabby' and he was always there to lend a hand, or shoot the breeze. Ray was also an original member of the Antique Motorcycle Club, and valued the friendship and activities that this provided. A devoted Harley rider, his concession to aging was to trade in two wheels for three, so he could remain on the road.

November, 2019 – donating some trophies for reuse



MMC Snow Scrambles, March, 1965



AMCM Run – Barrel Roll, May 11, 1986

All Pump gas including premium sold in Manitoba now contains 10% Ethanol



Old things and by old I mean early 80's and older were not all designed to run on E10: Small lawn mowers, chain saws, weed whackers, 1974 Yamaha RD350's, and 100cc Kawasaki trail bikes. Some carburetor parts in older BMW's and also British bikes made with "pot" metal carburetors can be subject to corrosion issues. You may rethink how you choose to store fuel or winterize your vintage bikes. You can take additional precautions due to the shorter storage life and high corrosion issues associated with ethanol laced fuel.

How to live with E10 gas going forward:

If you own bikes that sit (very sad) and don't get the riding they deserve then mix fuel stabilizer with your fuel at time of purchase. That will help keep the fuel stable and a bit less corrosive for 1-2 years from the time of purchase. Adding fuel stabilizer to already old gas prior to winter storage will not extend the life of fuel that's already old. Fuel stabilizer can't go back in time and revitalize old gas or remove the effects of corrosion that have already occurred. It absolutely cannot add an additional two years of life to your already old gas. All fuel degrades as it ages and four to six months from the time of purchase is now the "new old".



Ethanol is hygroscopic. Ethanol will mix with gas but it would rather hang out with water. If your fuel system is vented to the surrounding air, ethanol will readily absorb moisture in that air. Gas without ethanol resists mixing with water and will not pull moisture from the surrounding air. Gas that does not contain ethanol has a much lower evaporation rate and much longer storage life.

By now you're probably thinking I have a terrible hate-on for ethanol laced fuel. Besides causing plugged main jets, low speed idle circuits, corroded carbs/gas lines, rusty gas tanks, short storage life, and up to 3% lower power output, ethanol also only has 2/3 the energy (BTU's) of gas.

How to remove Ethanol from fuel:

You can purchase ethanol free race fuel or long storage fuel in various sized cans, but it's very expensive! However, it is possible to remove Ethanol from pump gas.

Rig up a 25 liter gas container with a shut off valve and a short length of clear tubing attached to the pouring spout. Sort out a safe way to hang or cradle your gas can upside down that will allow the spout and tap to hang down at the lowest point.



Purchase 20 liters of E10 fuel, add 4 liters of water, shake vigorously. Invert the container and let it stand for a few hours. Through phase separation the ethanol in the gas and the water you added will magically end up collecting at the bottom. Open the tap and slowly drain off the ethanol/water mix, it will be very easy to see the colour change though the clear line letting you know when to stop. You should end up with 18 L of ethanol free gas and a separate container with 6 liters of ethanol water mix. The remaining 18 liters of gas will have a lower octane rating but have 3% more BTU's.

The leftover ethanol and water mix can be repurposed and would be similar to a 33% rubbing alcohol solution. That leftover mix has value, do not throw it out! The ethanol mix can be further separated from the water by using sodium (salt-induced phase separation) or by freeze separation. Ethanol/grain alcohol/rubbing alcohol can be repurposed as a parts cleaner. We have been wiping our hands with it for over two years now, it's unpotable so don't drink it! We will at some point have a tech night on winterizing or long-term storing motorcycles.

Ken Charleton

This is only an opinion column, please do your own research and as consumers ask questions.

Here are some links below if you are interested:

[Does Fuel Stabilizer Prevent Ethanol Damage?](#)

https://www.youtube.com/watch?v=UvS_D4_1F5U

Fight Ethanol Corrosion - Jay Leno's Garage

https://www.youtube.com/watch?v=DL_8SkZjEPc

Biofuels Mandates and Renewable Fuels in Manitoba

https://reg.gov.mb.ca/detail/3340256?fbclid=IwAR3NumpV3R_vWdfcvhObq_Eylwf0eHrgjhckdStXoUxv2WqIYRZvDn7utvo

BIKERS HUMOUR

A Wannabe Outlaw Harley Biker (**WOHB**) suspected that his wife was cheatin' on him. What made it ten times worse was that he had heard that her boyfriend was BSA Riding British Biker. (**BSARBB**)

One day he went home early to try and catch them at it! He got to the ten-story apartment block and there was a BSA parked outside the entrance. He rode the elevator to their apartment on the fifth floor and sure enough there she was on their double bed, stark naked!

Furious, he searched around frantically for the **BSARBB** who was nowhere to be found. He noticed that the kitchen window was open and then saw the fingers of two hands hanging on the windowsill. He looked around and grabbed a meat tenderizing hammer and smashed the **BSARBB** fingers good! The **WOHB** peered out to gleefully see the Limey falling down five stories to certain death! But the **WOHB** was dismayed and even madder to see that the **BSARBB** had landed on the canvas awning over the apartment blocks main entrance, which had cushioned his fall, and he was down there looking up with a British smirk on his face!

Now really and truly mad the big strong **WOHB** lifted up the fridge, carried it over to the window and tipped it over and out. He watched as it flattened the **BSARBB** good, which was really the end of that **BSARBB** this time!

Unfortunately for the **WOHB**, and despite being big and strong, the lifting of the heavy fridge was too much for him, and he had a heart attack and died on the spot!

WOHB arrived at the Pearly Gates to see St Peter there with a list on a clipboard and pencil, and there were two other guys in line before him. He was close enough to hear their conversation.

In answer to St Peter's question as to why they were there, the first guy said, "Well Sir it was like this. I was cleaning all the outside windows near the top of the apartment block when my scaffold broke. I fell, but by pure luck I managed to grab hold of a windowsill halfway down. When I was about to pull myself into the open window some moron comes and beats my fingers with a hammer! I fell again but couldn't believe my lucky stars when I landed on an awning, but next thing I knew, a fridge came down and finished me off, and here I am!"

St Peter ticked his name off on his list and told him he could move on through the Pearly Gates. "Next!" yelled St Peter and the second guy moved up. "What's your story my boy?" With a British accent **BSARBB** replied, "**I was inside the fridge!**"

*** BUY * SELL * WANTS * DON'T WANT**

Wanted!!!! To complete Manitoba Motorcycle license Plate run 1919, 1922, 1927 and also a WW2 Leather dispatch rider's Jerkin Contact Ross at moose102@mymts.net or 204-831-8165 and I'll make you rich.

Wanted for restoration:—Vintage Honda 50cc step through, Puch Pinto, NSU Quickly, Velosolex, or similar unrestored moped. The older the better! Contact Tom Hesom. 204 325 6984 or tomandleshesom@gmail.com

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!**

This is a long shot but JT recently identified some parts he acquired as a 1931 Dunelt Heron. This bike uses a 600 cc Sturmev Archer motor & gearbox, Miller electrics & is apparently quite rare.

He is on the hunt for parts, and has a lead on some bits in Sweden & Hungary !! but is putting this out in case any of you happen to fall over anything that may help this project along.

Cheers

John Thompson

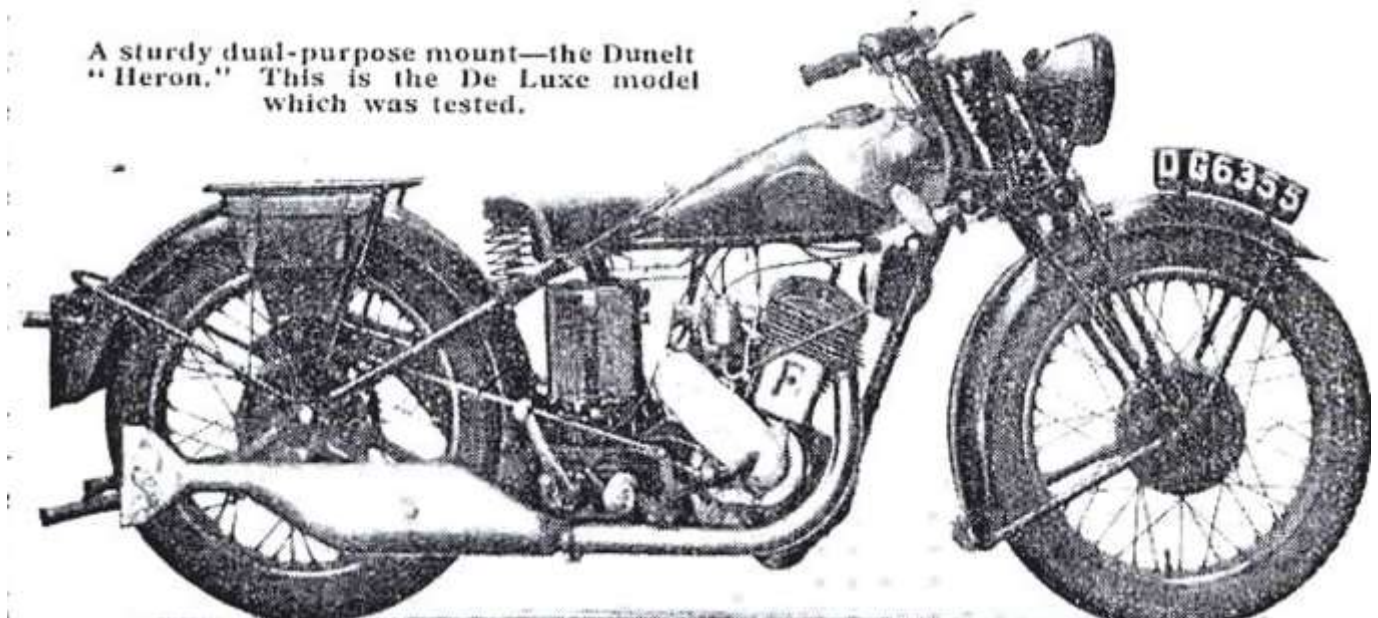
Box 262

East Selkirk

Manitoba R0E 0M0

Canada

Attached are pics of what they look like



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

Alazzurra for sale Asking price \$4,000 email Paul Downie at- pauldownie@shaw.ca or call 204-783-8255

See attached dropbox file for photos and details of the bike

<https://www.dropbox.com/sh/2rg22ul71df4jk2/AAATkMAXQPjwMq8Yt8n4zyjea?dl=0>

For sale 1961 Honda Super Cub. \$1000

For sale 1964 Honda Baby Dream (150 cc). with parts bike. \$1500.

Both bikes in nice original shape, haven't run for several years, but would go with minor TLC.

Contact Denis Robidoux 204-391-4014

For sale: 1961 Greeves Scottish 250 trials
1974 Montesa Cota 123 trials
1976 Yamaha TY175C trials

All are rare project bikes. Take your pick \$1000 per bike.
Call or email for more details.

Jim Moore
(204) 467-5637
thelegend@mymts.net

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A photograph of a man with a beard and long hair, wearing a green jacket and blue jeans, sitting on a custom-built, light-colored motorcycle. The motorcycle has a very aerodynamic, teardrop-shaped body. The man is looking down at the handlebars. The background is a plain, light-colored wall.

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

Virtual Zoom



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ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC (est. 1977) / MANITOBA MOTORCYCLE CLUB (est 1911)

February 22/2022 AMCM meeting, location and/or Zoom meeting TBD

March 29/2022 AMCM meeting, location and/or Zoom meeting TBD

22nd Annual

2022

Bison Classic Motorcycle Rally

CAMPING

Great Food!

More Info
www.amcm.ca

Show 'N' Shine



July 1-3 Ste Agathe MB

Contacts:

Della ~ (Registrar)

204-757-2686 (land line)

amcmtreasurer@gmail.com

Ken ~ (Rally Chair)

kencharleton@gmail.com

Website~ www.amcm.ca

**This Year's
Featured Marque
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