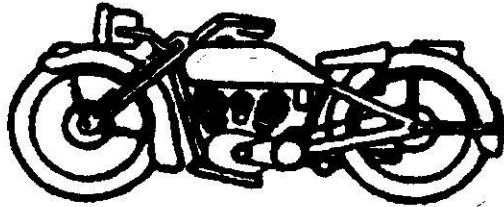


# CVMG Grey-Bruce History

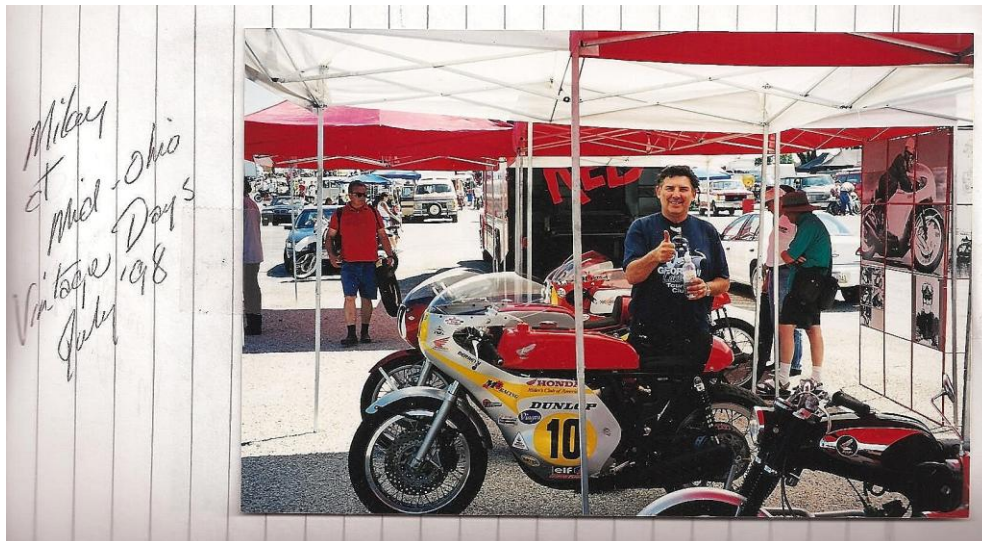
## GREY-BRUCE SECTION



C. V. M. G.

### About Us

**The year was 1988 . . .** Mike Downs wanted to launch a Grey-Bruce Section of the CVMG and doggedly worked to acquire the ten minimum members that were required to start a Section.





### **As Mike remembers:**

Al Johnson was the National President back then and supported me by allowing some flexibility in starting numbers. I polled every CVMG member living in the area . . . We only had nine firm applicants but at our first meeting in Tara, twelve showed up to form the first Section. I was overjoyed after that Tara meeting!

Some of the original members were: Bob McKenzie as President and me (Mike Downs) as Treasurer.



*Bob McKenzie's BMW rig*



Kelly Lang was at that meeting, but Kelly wanted to think about it. However, soon after, with a bit of coaxing, he joined. Thinking back, Kelly's wife, Valerie, came on board to do the secretary's work and probably made Kelly pay up! Gord Craig, Don Priebe and Graham Lawrenson were some of the others. Some originals that moved away were Vicky Fury who rode a Beemer which Kelly Lang later bought. There was Marg Brons who was Secretary later and her hubby John with an early Russian Dnepr -- so you can see that female participation existed right from the beginning..



*Russian Dnepr*

**Kelly recalls:** We met in our homes as we do now at times and we went on rides as we still do today.

Dave Moore remembers: "One of my fondest recollections of the GB-CVMG Section was the fact that we rode with a quest and a vision . . . a quest for the perfect butter tart and vision for every ice cream cone shop in Grey Bruce. For me, the club always had its priorities straight. A truly extraordinary collection of people."



*Why wait till Spring? Do it now. It's a wonderful day in the Neighbourhood -- Dave Moore*

Kelly continues: We met often at Phil Johnston's home with Isobel and the dogs. Vicky rode a 650 BSA with a sidecar in which she carried her son. She found the Beemer, which I still own and ride, to be too tall for her tiny frame. At that time I was riding my BSA 500 as a daily bike and I put many thousands of miles on it as I do all bikes I ride. Most of the bikes people rode to the events were, in fact, vintage or old. Ruby and Dieter Schoen were members also. Ruby rode a BMW "TOASTER" and I think she still rides it. Her hubby was on a clapped out Honda and then his first Harley. Ruby could outride most club members in the corners but she couldn't shake a certain BSA.

We also helped members with repairs on their bikes on the road or in their workshop. I remember putting a member's bike back together in the living room of his very nice house. His name was Dave Small of Hanover, and the bike was a 650 Bonneville. Then, as now, we took great pride in passing Harleys wherever, whenever with our Brit bikes. We were once in the parade on one of the closing days of Pumpkinfest after the display we had organized. The lead bike was a BSA that I should have worked on, as it backfired, belched and sputtered its way all through Southampton, much to my dismay, as I recall. We always seemed to be a part of some event in our area. Organizers were asking for bikes to show, then as now, and we were eager to get a leg over and burn fuel.

Mike continues: -- In the startup days, the meetings were mostly all social and little business -- a few years later, Kelly and Valerie hosted several Christmas parties and we all jammed into the kitchen for a sit-down dinner. We must have been close to 25 members. Kelly and Valerie became a real mainstay for the club. Kelly became president in 2002.

Good memories back then! -- Our first mall show:



Our build your clunker long distance bike run. Our first auction at Bob Mackenzie's place with visiting bikers being our best customers.



*Tired Rod Clark arriving for the Auction*



*Mike Downs, the auctioneer*

Jim Ring's first history run that ended up in a dead end single path trail through the bush . . . everybody was ready to string him up because we all had to back our bikes out single file as there was no room to turn them around!! Later there were Ken Bakewell's Green Lane Runs, one of which took us through two feet of water because parts of the trails were flooded after a heavy rainfall;



There were the GBUFMs (Grey-Bruce Undulating Field Meet) at Stewart Wallace's "moto park" to test motorcycle accuracy and skill (I think everybody flunked!!):



*Ted Olver*



*Kelly Lang*

Later there were the Meet in the Middle rides where we met up with other Sections -- Sarnia, London, GPR, Barrie-Huron



*Meeting up with the London Section in Palmerston*



*and the Barrie-Huron Section in Singhampton*

And who can forget the fly-ins at Warton Airport?



Our membership grew quite quickly. While Kelly was president the meetings were held at the Rockford Restaurant for a couple of years or so. It was a central location for everyone.



*Kelly presiding over a well-attended meeting at the Rockford Restaurant*

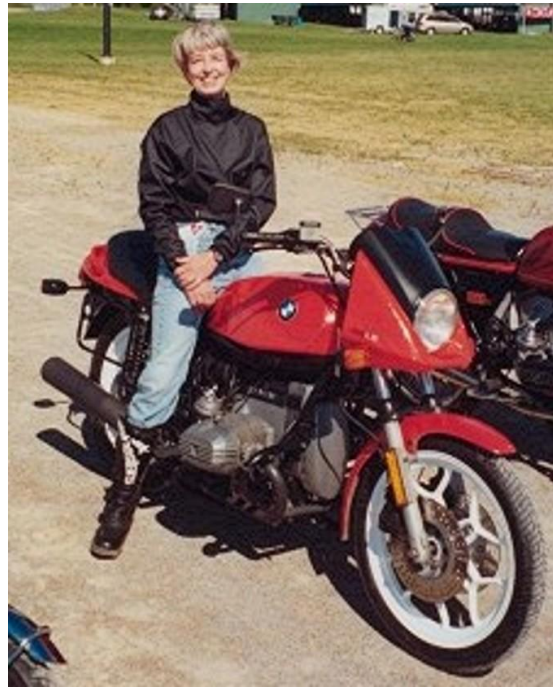


Rosie and Ted Olver had come on board by this time. Their organizing and communication skills got us up to speed to support the numbers in the club today.

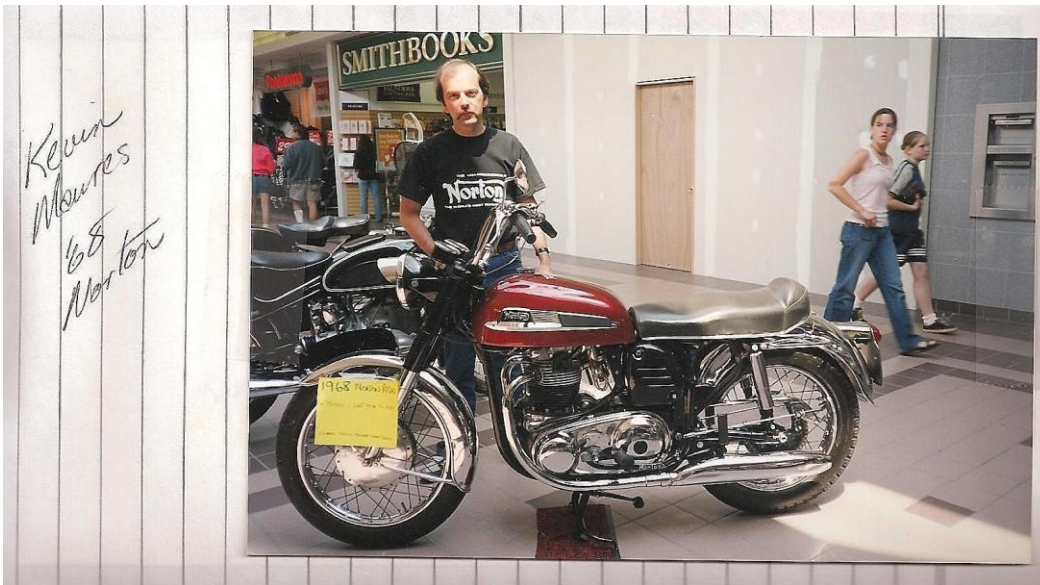


*'Santa' Ted Olver and his Ariel reindeer*

After Kelly, we even had a lady president in 2007, Sue Herring. Now there's a lady that rides! Several times she has won the Section award for the longest distance ridden in a riding season.



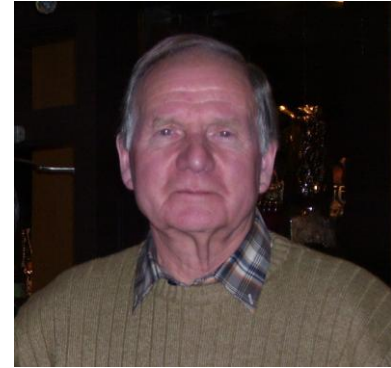
*Sue Herring riding out after a Section meeting (l.) and (r) at Paris Rally concours in 2005*



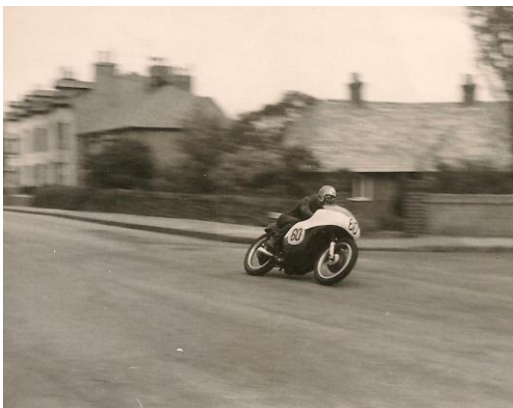
Kevin Moores was an active president. He was succeeded in 2011 by Eckhart Bromse.



*President Eckhart Bromse and wife Ingrid*



Perhaps the most venerable of our Grey-Bruce members is Don Hadow who started riding competitively at age twenty-four. He took part in road racing, scrambling, flat tracking, and enduro riding. In the mid-fifties, he won at Edenvale, Oshawa, and the Haliburton area where the Corduroy Enduro was held. In 1958 and 1959 he raced on the sand course at Daytona. In '59 he won the pole position for the 125 mile race on a factory Triumph, and finished 7th in the 250 race on a TD1C Yamaha. In the summer of 1960 he could not race due to a broken leg from a skiing accident, but in the fall he returned to take first place at BEMC's Indian Summer Trophy Races on a BMW Rennsport. In 1963 he raced in the Isle of Man TT Races, placing 17th in the Junior TT (the 350 cc class) ***in the rain and mist*** on a 7R AJS and was doing well in the Senior (500 cc) until a crash on the third lap put the G50 Matchless out of contention. In 2013 Don was inducted into the Canadian Motorcycle Hall of Fame.



*Don Hadow racing in the Isle of Man in 1963 on a 500 cc G50 Matchless*



*Admiring glances for Don's Triumph Sprint on one of the History Rides.  
Don, with helmet in hand, is ready for the ride on November 11, 2012*

We restore.



*Dave Molnar and his 1926 Henderson (March 2013 Supershow Show)*

Dave spent a lot of painstaking hours restoring this Henderson. He rides it a lot and he rides long distances. In 2012 alone, Dave rode over 5,000 MILES on it.



*Dave Molnar, with the Henderson, setting out on one of his treks*

We ride.





And now, thanks to Peter Prinsen and his committee, the Grey-Bruce Section has its own Rally in early August.



**The year is now 2013.** Twenty five years later, Grey-Bruce is truly a 'Vintage' Section in the Canadian Vintage Motorcycle Group, and continues to thrive and create new memories.



Last updated November 18, 2013



