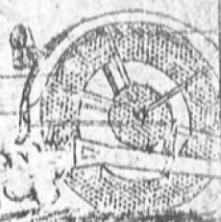


The EXHAUST PIPE



JANUARY 1937

WITH THE COMPLIMENTS
OF THE EDITOR
Paul Aubert



HAPPY NEW YEAR



Triumph

HARLEY — DAVIDSON

A COMPLETE STOCK OF ALL PARTS AND ACCESSORIES
FOR HARLEY-DAVIDSON MOTORCYCLES ALWAYS ON HAND.

North-West Cycle & Motor Co'y
551 Logan Av. Winnipeg

JOHN HALL

499 YOUNG ST.

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EQUIPPED TO DO A FIRST CLASS JOB AT
VERY REASONABLE RATES.

PRES' CHINWAG



Yes here it is the end of the year, and wot a year. It will go down in the history of the club as a year of regret, in having lost one of its outstanding members and greatest booster, Freddie Noakes. I know we shall never forget him. We have a Memorial Trophy in his name to be awarded at our next Gypsy Tour. He was such a fine sportsman and motorcycle enthusiast.

hope his motorcycling enthusiasm will transfer itself to a good many riders and be a real inspiration to promote our coming year of tours, competition and sports.

Grand Forks, Northwest Sports Day, Gypsy Tour, Hillclimb; T.T. Races, Grass Track, Endurance Run, Cross Country Runs, Picnics, Swimming Runs, Weiner Roasts, boy what a line up of things to do in about six months of a riding season. Fellows taking it all around, motorcycling is one of the smartest sports we have to-day. Look at our machines, comfortable, fast and economical, as well as very smart looking, easy to handle, and such a variety of makes and sizes to choose from. Higher speeds are being set up every year for longer distances, faster times made on tracks and in hillclimbs, which all means that we are living in an age of rapid transportation, and this has a direct bearing on our sport. We are living in a golden age age of speed and competition. Engineering is giving us the very finest that can be had in engines that can take it and frames and tires that 'stand up' on the road. Yes this next year will sure be a fine one with all sorts of new hacks on the road, and from what I hear, there are going to be plenty of them rolling down the highways as soon as the snow is gone.

The M. M. C. is on its way into another year, BIG year of making headway as a motorcycling fraternity promoting sportsmanship and friendliness between riders and clubs, as well as between countries. Yes and as a club we are going to have a constitution before long which will make a solid foundation for us to stand on. We should be able as a club to assist in sending representatives to some of the major events of this year's competitions in the States and in the East to bring back reports first hand on the way these events are handled and maybe we will have some one who would be able to enter these competitions. That would be something. After all a club is only as big as its connections. Of course this may be only a pipe dream, but I have a feeling (cont. page 11)

At the meeting of the second of December, it was decided to resurrect the 'EXHAUST PIPE', a club paper, which formerly carried accounts of club goings on. This is the third time in two years that it has been decided to do this act of rejuvenation, but so far no issue has ever gone to press during that period of time. The reason is very simple and can be summed up in just two words - NO CONTRIBUTIONS - It will be noticed of average intelligence, adily agree with us that possible for one person put out a monthly edition bulletin of this sort, ask of each and everyone little favor, that is bute something, anything up of this ensemble. You read a good joke, article again, you may wish to ask some question in regards to any particular subject, no heart & home problems, or suggest something for the benefit of the club; this and many other things will go a long way in helping us with this little club paper. We have not the time to go delving into and thru books and magazines, and various other sources of information for articles and material which might prove of interest to our readers; consequently we are forced to ask for a helping hand. You do not have to sign your name to any contribution, just put it in the box in the clubrooms or hand it to the editor. If for any reason you have not the patience or time to copy an article, or it is too long to remember verbatim, or too long to write out in detail, then give the book or magazine to the editor for a few days with the request that he copy the article. We will be glad to do anything to see the 'Exhaust Pipe' succeed. The 'Exhaust Pipe' can be easily compared to a gum machine. It takes pennies to keep the gum machine going and to be sure of more gum. By letting the other fellow do all the contributing, is just beating the machine. The more contributing, the more magazine. As a closing suggestion, we wish to ask you to refrain from criticizing or commenting on the 'Exhaust Pipe' at a club meeting or gathering, just write your remarks on a piece of paper and send them in to us, we will print them, it may create a little enthusiasm.



IN MEMORIAM

Sometimes during the year 1930 a little blonde haired boy made application for membership in the Manitoba Motorcycle Club, everybody knew him by the name of 'Smitty', but his application form bore the scratching which made everybody believe his real name was Freddie Noakes. He was accepted. And, from that moment he became a real member, from that moment he lived M. M. C., his Harley Single, his Harley 45s, and his Ariel 500s were known to every member, also were they well known to members of many other clubs South, he himself to motorcycle riders as far West as the Coast, and wherever he went he left a ray of sunshine and a good boost for the Manitoba Motorcycle Club. After a short time the nickname 'Smitty' gradually dwindled and he became plain 'Naaksié' or Freddie to everybody everywhere. Very shortly after joining up, the regular guys, the competition trophy winners, and the socialites, began to waken up and realise they had somebody in their club. He was, from start to finish a regular guy in every sense of the word, he was also a real trophy hunter, in addition to which he never missed a social event which was connected with the Club at any time or any place unless it was physically impossible for him to attend. During the six years of his membership he copped the Allen Memorial Trophy twice, and ran away with some thirty five other trophies for varied competition riding, in addition to which he has three or four Merit Bars bearing his name. Beer fights, Dog fights, Corn Tassles, Banquets, Dances, Picnics, Hillclimbs, Endurance Runs, Grass Tracks, T. T. Races, Sports Days, Gypsy Tours, Smokers, Official Runs, Merit Bar Competitions, fun on the river, and private parties were all in his category, and tracing back through the years it is seldom his name can be found missing from anything, anywhere, anytime. You can travel from Fort William to Vancouver, via Moose Jaw and Calgary, returning via Edmonton and Saskatoon and stop off where you will, start enquiries and you will elicit the information that Freddie Noakes was a 'swell fellow', a smile and a good word for everybody, irrespective of color or creed. A boy (believe it or not) who never lost his temper no matter what provocation. Now you will be able to gather together some idea as to why Miss Gracie Cumbers donated the beautiful Freddie Noakes Memorial (cont. page 11)

ALLEN — MEMORIAL — TROPHY

This issue of the Exhaust Pipe being the January number, and as we go to press but once a month, there will not be another issue until the Christmas and New Years have passed by and been forgotten except for the vivid ties that will be worn, we wish to take this opportunity to remind you of the Allen Memorial Trophy, another item of moment which should not be lost sight of during the hectic holidaying. Do not neglect your attendance during this season, and lose unnecessary points for not being punctual or lazy. This competition goes on, irregardless of holidays. The winner of the Allen Memorial Trophy is the member who ammasses the greatest number of points for punctual and consistent attendance of runs, picnics, meetings and social affairs. A point is given each member who attends on time, and $\frac{1}{2}$ point for attendance late or for early departure. At the end of each year the same old squawks are heard. "I never heard of that competition", "I didn't know soon enough" or "Why don't the officers let us know our standing". There is no excuse this year. You are being told about it NOW, and your standing up-to-date is in this issue. Do not forget, 1 point for attending on time, and $\frac{1}{2}$ point for attending late or departing before the event is officially over. Go your best lick right NOW while the year 1937 is still young.

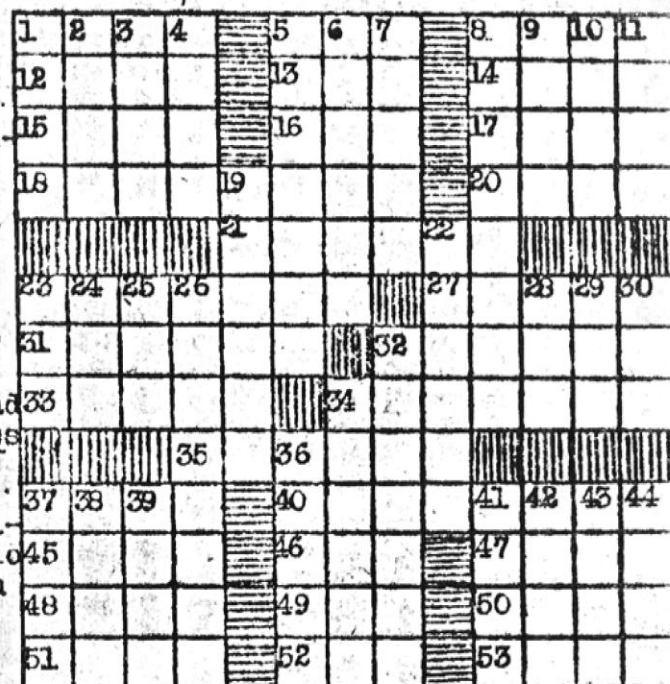
C. Whinton	10	R Forge	8	J Palmer	5 $\frac{1}{2}$
E McCue	10	R Powell	8	C Aikens	5 $\frac{1}{2}$
K Butterfield	10	K Crossing	7 $\frac{1}{2}$	W Fleming	5 $\frac{1}{2}$
J Bobelink	9 $\frac{1}{2}$	C Le Marbre	7 $\frac{1}{2}$	B Johnston	5
I Loewen	9 $\frac{1}{2}$	L Windsor	7	K Slater	5
P Aubert	9	W Sawtus	6 $\frac{1}{2}$	A MacLean	5
B Jackson	9	M Maddigan	6 $\frac{1}{2}$	J Cunningham	5
H Ogletree	9	C Jones	6 $\frac{1}{2}$	L Barker	4 $\frac{1}{2}$
V Foskett	9	R Allen	6	B Gunn	4 $\frac{1}{2}$
W Burch	9	C Corbett	6	L Dyer	4
J Stewart	8	Sid Foskett	6	A Stewart	4
B Proulx	8	T Nickelson	6	G Sandness	4
F Winter	8	J Burgess	6	J Thompson	4
F Moulson	8	B Loewen	6		

(cont. page 11)

CROSSWORDS

ACROSS

- 1-Oyster (Young) 8-Beautify 19-Pries into sneakingly
 5-Sleeveless garment 9-Persia 22-Puffs up
 8-Glang 10-Cleopatra's river
 12-At this place 11-Jewels 23-Domestic Animal
 13-Tangled mass of hair
 14-A great lake
 14-Verbal
 16-A constellation
 17-Placid
 18-An upright archi-
 tectural member
 20-Units
 21-More cleanly
 23-Passionate
 27-Industry
 31-The redeemer
 32-Birth, Origin
 33-To mark
 34-Adorned with head
 35-Elude (dress
 37-Pinnaceous trees
 40-Harness strap
 45-Arrange for publ-
 46-Beverage (location)
 47-Assumed function
 48-Otherwise
 49-Weight of India
 50-Image
 51-Lustfull
 52-Bitter vetch
 53-Unite



DOWN

- 1-Place
 2-Fairy
 3-Sea in Asia
 4-A tissue
 5-Non professional
 6-The North wind
 7-Aside
 24-Entangle
 25-Eggs
 26-Maker of poor verse
 28-A burdock
 29-Native metal
 30-A oeler
 32-Pincers
 34-A nail boat
 36-Follow
 37-Touch
 38-Unemployed
 39-Accend
 41-Neat
 42-Drove
 43-Medicinal plant
 44-Skin.

ITEMS - OF - INTEREST

The first social event of the New Year, 1937, is scheduled for January 15th, at Drewry's Hall, cor Redwood and Main Street. It is nothing more or less than a good old fashioned smoker and banquet. Eats and refreshments will be served, and along with a good 6 piece orchestra to provide music for dancing, there is not a reason in the world why it is not possible for each and everyone of you, and your friends to have the time of your life. Tickets will be on sale shortly, and make sure you get your supply, as it will be impossible to gain admittance to the hall without a ticket. (You can not pay cash at the door, it is against the law). Each member will be expected to sell 5 or 6 tickets. It is absolutely essential that this banquet and dance prove a success in order to insure their continuance. All eyes are focussed on this social event, and for the benefit of all, it is imperative that it be successful. So, let's go everybody, let's pull together and make the Manitoba Motorcycle Club Banquet & Dance at Drewry's Hall the biggest success ever.

Editor.

Wimp's birthday party - We will give you more news on this at a later date. Wimpy is having a coming of age party, and then watch his smoke.

Editor.

An ironclad Constitution and set of By-Laws are being drawn up which will make for a stronger club. This new constitution and by-laws will affect every member of the Manitoba Motorcycle Club, and it will be to your benefit to come around and get acquainted with it as soon as it is completed. We can guarantee you that beside being very up-to-date, it will be enforced to the letter. Each member will be supplied with a copy, and we strongly urge you to read it.

Editor.

POVERTY

by E L de V

What's that knocking at my door?
What's that knocking at my door?
What's that knocking at my door?
Cried that pure young maiden.

It's only a Harley that's worn out,
Said William Alex Johnston,
I'm trading it in on a new Sport Scout,
Said William Alex Johnston,
A fellow like me just can't be seen,
On a hack that rides like a submarine,
When my new one comes you'll be my Queen,
Said William Alex Johnston.

I think I've heard that line before,
I think I've heard that line before,
I think I've heard that line before,
Remarked the pure young maiden.

You've got me wrong, that's plain to see,
Said William Alex Johnston;
I'm a gentleman of quality,
Said William Alex Johnston,
When out for the night a dame I take,
Let it not be said I'm on the make,
I'm for honor for honor sake,
Said William Alex Johnston.

I think that you are full of bull;
I think that you are full of bull,
I think that you are full of bull,
Observed the pure young maiden.

You should believe my every word,
Said William Alex Johnston,
And not believe those things you've heard,
Said William Alex Johnston,

(cont. page 24)

RULES FOR NEW RIDERS from the MOTORCYCLIST.

Don't ever retard the spark while starting your motor. Never fill your battery with water - it will only leak out again. Always adjust your carburetor downtown - everyone likes to hear a good running motor. Always take corners fast - the Sandman is just a fairy story. Take busy intersections fast - you will never meet a truck or car. If your motor doesn't start on the first kick, take the distributor cap off and file the points - any good hardware will sell you a good file. Always ride on the left side of the street - you can dodge cars from the right and at the same time watch the road ahead. Don't wear out your front wheel brake - save it for gravel and wet pavement where it will slide the wheel and thus save the brake lining. Always have your motorcycle equipped with a straight pipe - the cops don't mind, they were young once too. Never choose a M.M.C. or A.M.A. rider for a race - they all ride strokers. Observe these rules and your troubles will be over.

Irv. Lowen.

.....0.....

Barker: Why do they put motors in motorcycles?

Wimp: I'll Bite, why?

Barker: Because they've only one pedal, can't you see?

.....0.....

One of the best signs we have had so far to prove that prosperity is now here and the depression is a thing of the past, has been the sight of our genial club-member Paul (has-been) Aubert wheeling a truck thru the streets of our fair metropolis. It is too bad the average rank and file (mostly rank) of the Manitoba Motorcycle Club do not appreciate 'Froggie'. He is a loyal and consistent club member who really deserves a better position in the club than Chief Kibitzer. Only the other day he was observed putting two bits in one of the Salvation Army pots in front of Eatons and only took out twenty cents.

Phil.

.....0.....

Flash:

Paul's the boy with the balls

[It rhymes anyhow]

Phil.(again)

Freddie Noakes Memorial (cont. from page 5)

Trophy to the Manitoba Motorcycle Club for Annual Competition within the Club, so long as the Club shall exist, an everlasting memoir of a boy whose shoes it will be extremely hard to fill, whom we lost on June 22nd of this year.

Editor.

ALIEN MEMORIAL TROPHY (cont. from page 6)

G Johnston	3½	N Strain	2	H Smith	1
B Shale	3½	J Maddock	2	L Reynolds	1
O Paulson	3	T Forster	2	J Roveda	1
F Tracy	2½	C Black	2	P Foster	1
J Edmonston	2½	F Birch	1½	A Jones	1
Stan Foskett	2½	C Jackson	1½	J Röss	1
A Davidson	2	B Rodgers	1	D Davidson	1

The above points are as at December 30, 1936 incl. There are many members who have not yet attended a meeting since the beginning of November, and therefore have no score for new year. The possible so far is 10. The winner of the trophy is automatically Road Captain for the next year. Don't you want the job?

THE PRES' CHINWAG (cont. from page 4)

that it should create some interest in this line and also give us some new ideas on how we could improve our own competitions and when we do that, we can expect outside riders to come and pay us a visit too.

Well fellows here's to the old M. M. C. for a bigger and better year and to you all I wish a most FLUID NEW YEAR.

Paul is a class 'A' kibitzer.

He has been worked on by experts.

He has got trouble.

He is not smart.

He is only quick witted. He is a cynic.

He lives on coffee.

He can get a price on anything.

He is a fanaticist.

He can beat anyone else's price.

His head should be bowed in shame. Something should be about him, but nothing ever will be.

The IDEAL CANADIAN MOTORCYCLE CLUB-

-as visioned by a 7 year clubmember

A club with business-like and interesting meetings, a club with plenty of regular motorcycling and social activity, a club with ample money in the treasury, a club without a lot of names on the roll that mean nothing, an ACTIVE, alive, and motorcycle riding club. Such is the desire of any motorcycle club member. How best is it to be achieved? Many and varied opinions are to be had on this matter, from both old and new members of local clubs, and if for no other reason than to make some give a little thought to methods of improving the club the writer gives his own personal opinions on the subject. Naturally it is expected that some of the ideas will meet with opposition and even ridicule, but they will have served their purpose in creating even that, as any serious discussion on the subject is bound to have beneficial effect sometime in the clubs.

First, club constitutions should embody provisions for members being 18 years of age or more, for the actual vote at club meetings being limited to motorcycling members, for the expulsion of members not securing some quota of their possible attendance points without good reason, for the raising of dues to a slightly higher level, for the automatic expulsion of members failing in dues payments and for a change in the officers' set up.

A President should be elected who is at least 21 years of age, and who has been a member for more than 2 years. He must be a rider and should be backed up in his chairmanship duties by a set of rules of order that will allow him to keep the meeting in order. Such rules shall incorporate provisions that no discussion can be initiated except under motion and such discussion must be limited solely to that motion, allowing only committee and officers' reports with questions and answers at any time to be the only matters discussed.

The Vice-President should likewise be required to fill all the requirements of the President, and should be also chairman of a competition committee of 5 elected annually. Such committee would be charged with the duty of making all rules

and regulations for club competition; selecting the officials for each contest, including a referee, and making all needed arrangements to ensure the success of each competition decided upon by the club generally. It would meet at instance of it's chairman and would keep minutes and conduct it's business in the same manner as the whole club. The posts of Secretary and Treasurer, for efficiency and to provide a focal point of information and business, should be combined and handled by one man who would be reimbursed with a small wage for his numerous duties. They would include the usual secretarial tasks of minutes, letters, notices, etc., etc., and would be augmented by attending to publicity and advertising, and also by the requirement of making a monthly financial report in minute detail. Such post could be handled by any member suited to it, whether rider or not, and would serve as a tremendous force towards efficiency in club business. The Secretary-Treasurer would, as the Vice-President, serve automatically on the Competition Committee and would keep it's minutes and publicize it's decisions to the club.

From the above it will readily be seen that a good man interested in his work and with the desire to see it well done would be necessary, but if such can be found it would be well worth the club's money.

A Road-Captain should be also elected; who will lead all runs out of the city, give the Secretary Treasurer information on attendance for the point contest, AND also plan one run each month of fifty miles or more and present it to the club at least one full week in advance; such run to be the official club run for that day unless vetoed by a 75% majority.

Standing committees should include; as already mentioned, the Competition Committee of 5 members, 3 elected and 2, the Vice-President and Secretary-Treasurer automatically placed on; the House Committee of 3 members who would attend to all clubroom matters, a Membership Committee whose duties would be to investigate each membership applicant and recommend his acception or rejection to the general club membership. Such Committee recommendation would apply unless vetoed by a 75% majority of the club members. This committee would also secure, at regular periods stated in advance, complete information from the Secretary-Treasurer as to each member's point standing, and would, with all those below their needed quota, make recommendations to the club to expel or retain them as they saw fit. They

(Cont. page 19)

—S I D I U I R I P I U S S—

I heard a very well known and highly renowned News Reel Commentator call a horse race the 'King of Sports' a few days ago, and came very close to jumping to my feet and shouting a contradiction to effect that he had things somewhat twisted, but he kept talking so fast and so loudly that I reconsidered and let him rave on. I have always understood that horse racing was the 'Sport of Kings' and that motorcycling the 'King of Sports'. Of course, being on the high road to an old age pension myself, I cannot speak from the present experience of the thrills obtainable on the track, the hiways and by ways, but I do say that the most exhilarating thrills, taken by and large, were experienced by me during the seventeen years that I rode a motorcycle dating from the time of the old belt drive singles up to the time of the 3-forward and 1-reverse geared four cylinder models, and while standing on the side lines now, and watching, I still consider motorcycling the 'King of Sports'. Because to watch a close race between 2 or 3 or 4 of the boys on their roaring mounts, or a hillclimb competition, grass track races, certain portions of an endurance run, time trials, or merely parading out on Sunday run, gives the spectator, the non-rider, and I believe even an active rider not taking part therein at the time, that feeling of proud excitement sufficient almost to make him exclaim 'Gee', I used to ride one of those (things)". Where else will you get the same exhilaration? To watch a close ball game, a football game, hockey game, horse race, polo match gives you a certain amount of excited enthusiasm, but I cannot be convinced that I receive the same exhilaration as I always do at a good old motorcycle meet. Some of the boys, 'speed demons' et al, may consider that the 'old timers' have very little idea of what motorcycling really is because the machines today will go so much faster than they could ten years ago. We considered we had a fast hack in those days that would top 67 m.p.h. if you babied it along and allowed it time to get rolling; But we had our fun, which today, I feel very safe in saying would be considered real hard work, and the majority of present day riders would not even attempt, But on a wet Sunday morning, get up, look out the window, say "Aw heck" or worse and roll back into bed again. How many present day riders can feature setting off on a long week-end to Grand Forks in pouring rain for the fun of it? In the old days the roads to Grand Forks were first class

SOURPUSS (cont. from page 14)

Manitoba Gumbo to Emerson; where they changed slightly to a class of North Dakota cheap black cement which dried on the tires as the wheel flew around, in 1924 or so certain portions of the N. D. roads received a sprinkle of fine gravel which became mixed with the mud on a wet day, and formed a poor quality of cement which had to be hammered out of the mudguards and not just scraped out. Some of the older club members will recollect the long and tedious return journey from the first Minnedosa Hillclimb - those days were the real days. Don't run away with any idea that I am belittling present day riders, because us "old timers" realize without question that present day machines are 'dynamite' when compared with the iron steeds we owned. However, there is every indication of next year being a better year in every way, there will be all kinds of new machines out when Spring breaks, therefore, with new machines, with new slate of Officers in your club, with the assistance of every member pulling for the club solidly behind the officers, a bang-up season can be looked forward to. One does hear it argued that, as the number of riders interested in the sport and in the Club life generally is only a small proportion of the total number of motorcyclists, we, who are enthusiasts in and about such matters are inclined to forget that we are a minority. That may be so, but after all, enthusiastic minorities control and sway the apathetic majorities in almost all phases of life. We are enthusiasts and therefore can set ourselves some sort of standard whereby the apathetic majority will be enthused and brought to life by the enthusiastic minority. So everybody join together and let us be a happy club. In closing, don't let me leave out any 'squad' therefore let me tell you that in the poor little single cylinder of your motorcycle some 52,000 explosions take place in 60 minutes when you are travelling at 30 mph with an average 3-speed gear box. So if you are tired after a long days run, think what your motor must feel like. With every good wish to you all for a very Happy, Bright and Prosperous New Year, and a better, Happier and more enthusiastic Club for 1937.

It takes every kind of a member to make up a club, even women-haters. If Polar-Bear had his way he wouldn't even allow women at the club dances, but of course we couldn't stand for that, as it might promote homo-sexuality which after all wouldn't be to the best advantage of the club.

T H E

W. W. Cumbers - 'POP'. Just a grand old man who attends all the club functions as an AI supporter and First Aid man always ready to help someone.

Bunny Proulx, pronounced proo, and called by many the Flying Frenchman. You can see him astride his hack flying down the street with his scarf streaming merrily cut behind.

King Slater, 'Passionate'. This name dates back to a run held last summer to Garson. According to all reports this lad was 'nt passionate enough for a certain dark-haired Pearl of his choice least that is what she told us.

Bill Johnston 'Sven'. We believe this name must be due to his Viking ancestors, who were always looking for virgin territory, although they didn't get their faces slapped.

Lynne Windsor 'Little Lord Fauntleroy'. A name dating back to the old days of the club when he was named this for his dandied appearance and little white pants.

Ken Crossing 'Wimpy'. Just one of those acquired names that come out of a blue sky and stick tighter than a fat woman's brassiere.

Murray Maddigan 'Junior'. The little boy hero of the Killarney Hillclimb who was booted out of the local pub when his many worshippers were fighting to buy him a beer.

Donald Davidson 'Fire Chief'. Acquired lately since he has become one of our most celebrated supporters of the age old cry "Fireman save our child".

We wonder, and then we hear that Wimpy is getting a new Sport Scout without (watch that word) a buddy seat. What's wrong Wimpy, is Art Lalonde buying a hack.

We wonder why Lynne Windsor is so worried lately. It wouldn't be that blonde, who is having trouble with her sister; as after all some girls can serve person without kicking; but some just aren't built that way. Which is it Lynne?

So Bunny Proulx turned informer last summer and told two French girls to beware of the two dogs, Bill Burch and Sven Johnston, and spoiled a good party. That sounds pretty smart maybe, but remember Bunny tattling isn't all it's cracked up to be.

R I B

From a confidential source we hear Irv Lowen still belongs to the RCAF and only turns out for Parade on nights of free beer, good going Irv. Why not take us down sometime for free drinks on the Government, we hear its being done. What does Wimpy do on Thursday afternoons. To a show we hear. Who does he take? Ann we hear; matinee love and holding hands in a picture show. Birthday congratulations to Spike Dyer on the occasion of his 29th birthday on the 17th last. Mama gives roller skates and papa gives a box of chocolates. Fast rolling Spike. We hear that King Slater's girl friend can't get to work on time the next morning after a night of Passionates' Love. Come, come King, let the poor girl do her job. Poor Mary.

--- Y's ---

Y does Spike leave the meeting early every Wednesday.
Y does't Busher get a haircut & shave occasionally.
Y Does't Wimpy & Co (f. Winter) buy a pin game & save money.
Y Does't R Allen shut up for a change.
Y Does't Irv Lowen smile once in a while.
Y Does't Paul Aubert want a couple more shirts.
Y Does E B McCue always want money.
Y does Gerge Johnston always try a chisel it first.
Y Does Sven Johnston always looks for something he can't eat.
Y does Paul Aubert want to work after all these years of wk.
W does Clayt Corbett sit so quietly at meetings.
Y does't Spike get a good alibi for missing meetings.
~~Y does Wimpy go out with Art Lalonde's girl friend.~~ -WHY?
Y Does Lynne Windsor pay .35¢ for a 6 foot taxi ride.

--- Greetings ---

'Hi-Ya Kead' and Sid Foskett greets his friends.
'Hello you black faced son-of-a-bitch' and Sven Johnston greets his cronies.
'How about some dough' and E B McCue says hello to the club.
'Hello there' and the hard-working, soft-spoken Clayt Corbett is in your midst.
'How are you my friend' is the witty saying of our new Pres as he meets you.

THE RIB (cont. from page 17)

"Hello you Fink" and Fink Fleming greets his pals.

We hear that Bunny Proulx has been seen in the vicinity of Carlton Street during the last few weeks, keeping company with a dark-haired French girl that goes by the name of Margaret. Good hunting Bunny.

Via the grapevine comes the news that Lyle Barker has been out in Fort Rouge lately seeing a girl named Rose who runs a beauty parlor, any competition yet Lyle? I hear there is.

We hear that Gunnar has a job mink farming out in Charleswood, and we also hear there is a black haired girl connected with this layout. Clean your glasses Gunnar and watch your step, or you might have to take up homesteading.

Who is that poet E.L.DeV,
Makes rhymes on you & me.

----- WISE SAYING -----

Spike: Hello boys. Wimpy: Let's go to Hallock.

T L Forster: We must have a quorum. C Jackson: I second it.

Joe Thompson: The 61 Overhead.

R Allen: Well here the way I look at it.

McCue: Does anyone want to pay in some money.

F.Tracy: Quiet please.

L Barker: When are we going to have a social.

Paul: I've been worked on by experts.

Sven Johnston: See that girl up in the stands?

Wimpy: Yeah, what about her.

Sven: Well she's fresh from the country, and it's up to us
show her the difference between right & wrong.

Wimpy: Okay, pal, you teach her whats right.

Trust Sven Johnston to recognize two of his Selkirk girl friends in the cafe Wednesday nite. Is the cold driving em in Sven, or is it just your appeal?

We hear that Bill (ga-ga) Fleming is nuts over a blonde.
Watch the competition Bill.

The IDEAL CANADIAN MOTORCYCLE CLUB (cont. from page 13)

would also be informed by the secretary-treasurer, whenever a member became delinquent in dues payment 6 months, and would also recommend to the club that member's expulsion or retention. These recommendations would also take official effect unless vetoed by a 75% majority.

A Social Committee of 3 members should also be elected whose duties would be to plan 1 social activity per month all year, such committee plan to be official unless vetoed by the majority again. They would also, of course, make all needed arrangements upon such plans and would also attend to any events planned by the club itself. On the Competition Committee, the secretary-treasurer should be the only member not required to be a rider, likewise he could be elected to the membership committee, but the remaining two should be riders. On the House Committee and Social committee no restrictions need be placed. From the foregoing it will be seen that non-riding members will never secure what might be termed control of the club, as all the officers outside of the secretary-treasurer would be riders, and the 2 committees of major importance would be in control of the riders. Non-riding members of course would still have all the rights of discussion on motions but would not actually vote, and all members, whether riding or not, would be required to secure points in a certain percentage over a certain period, say thirty-three and a third percent of the possible in each 4 months period, or be subject to expulsion on committee recommendation. In this manner all names on the roll would eventually mean something and a lot of deadwood with its consequent extra work, etc., would be eliminated. Having rules of order for the conduct of meetings would tend to raise the general tone of the meetings, especially with the provisions of higher age limit, and the elimination of some delinquent members would be more than counteracted by a raise in dues which would also tend to make each member more interested in club welfare. It might be added that, in case of competitions, provisions for protest and appeal could be satisfactorily arranged by allowing contestants the right to appeal to the referee of the meet in the first instance, thence to the competition committee, and thence, if needed, to an appeal board of 3 members, not on the committee, and who did not officiate or take part in the contest, elected for such appeal. The writer could go farther into the matter of how best a motorcycle club could be operated, but will let the matter

The IDEAL CAN. MOTORCYCLE CLUB (Cont. from page 19)

drop now. However, if the editor permits and this creates some discussion it might be possible to answer questions etc., in the next issue.

H. D. C. E.

editor: I sincerely wish to thank H.D.C.E. for his very kind contribution to the Exhaust Pipe. For the benefit of those who are interested, any letters relating to the above article will be relayed to the author that he may formulate an answer which will be printed in the following issues of this paper. H. D. C. E. is the Exhaust Pipe' foreign correspondent, and will be writing on subjects concerning motorcycles, and motorcycle clubs. The above article is not to be taken as a direct criticism of the Manitoba Motocycle Club, but merely as suggestions.

It is generally rumored that Paul began to be a women hater shortly after an eventful New Years Eve party a few years ago. Ask him about it some time.

Phill.

STAMP B

A new exclusive feature which will be the chief item of every issue of the Exhaust Pipe; from now on. Articles of interest to stamp collectors, sewing circles, will be sincerely appreciated and very gladly printed here.

New Stamp Club members: Laurence 'Spike' Dyer.

It is rumored that some countries might issue some stamps sometime.

If any members have Mrs. Wallis Simpson stamps to sell, kindly get in touch with Laurence 'Spike' Dyer, Stamp King.

If anyone reads this column with the idea of learning something about stamps, they should reserve a specialist and have their heads thoroughly examined.

SUGGESTIONS

Scavenger Run.

This type of run has never been held by this club, and although it is not, by far, a new type of amusement, it is we imagine a very interesting run for some dull Sunday afternoon. Riders wishing to participate in the run meet at the clubrooms, and there they are given an envelope containing a list of articles which they are to gather and return to the originating point, the rider returning with the most complete list first is the winner. I imagine that a run of this sort could be made very interesting, depending on the list of articles which they are sent out to find. There is usually a time limit of two or three hours but in any case, the time limit could be made shorter or longer, depending on the list. A sample list follows:

- 1) A picture or likeness of Mayor Queen. 2) Name of Chinaman operating laundry at the corner of Carlton and York.
- 3) Six burnt papers of safety matches. 4) Glass eye. 5) Pair of earmuffs 6) A toilet plunger 7) Rolling Pin 8) Your first baby picture 9) Name of nite man at the Wpg Electric Railway Sub Station at West City Limits. 10) 25¢ for his dues.
- 11) a hairpin 12) A carrot. 13) 6 Horse Hair, 6 in. or longer.

With a list such as the above, the run would be no doubt very interesting, and would create a great amount of competition during the day. These scavenger Hunts are something that any motorcycle club can gain a lot of publicity, good publicity, from, as it should never fail to bring the attention of many non-riders, and riders to the great sport of motorcycling.

The Editor wishes to launch some sort of competition within the pages of the Exhaust Pipe, something that will be interesting and educational, something our size (no missing faces). We will try to devise some sort of prize for it. Let us have your suggestions.

Suggest something - anything - Try and fill this page each and every month.

PAGE



FACTS

by THE ONE-TRACK MIND.

I should be beefing about money, but I'm not going to, instead, I am going to tell you where it all goes, so that somebody will think twice before they make a motion that we buy a tent or a second-hand Merry-Go-Round, or some other goofy object. It is a very easy job to spend ten or fifteen dollars, but it takes a darn good many quarters to make up that amount, so don't forget; get your nickels and dimes in, we can use them. Following is a financial statement up to and including the meeting of December 16th: (DR) (CR)

Cash on hand November 1st, 1936.		221.88
Rental, dues to January 21st, 1937.	30.00	26.80
T T Races collection since Oct. 30th.		15.50
Club Supplies	16.09	
Sweaters, Crests	2.00	4.00
Contributions	11.56	
Metal Emblems	8.20	3.35
Banquet (Annual)	69.55	47.30
Prizes (incomplete)	53.40	
Duplicator	14.00	

Cash on hand

204.80	318.83
114.03	

\$318.83 \$318.83

The above statement covers all monies paid in and out since the beginning of our fiscal year, November 1st and will serve to show you how fast it can be spent. You all know that the only time we have made money, in the past, has been in the good old summer time, and must carry us throughout the WINTER.

DON'T FORGET THE SMOKER AT DREWRY'S HALL, JANUARY 15th.

DON'T FORGET THAT YOU CAN SAVE 50¢ BY PAYING UR DUES BEFORE JANUARY 31st. \$2.50 instead of \$3.00.

E. B. McCue, Treasurer.

— LOOKING BACK —

This department will endeavor to relate each month, happenings and club doings which took place on the corresponding month 12 years ago.

It was in the year 1925, on a bright Sunday afternoon in late October, that a few of the boys were whooping it up at River Park, playing follow the leader in and amongst the the paths and bear cages, enjoying fully the grand sport of motorcycling, when getting fairly close to grub time, one of the boys, D. J. Winter, suggested that we retrace our way back to Brown & Winters on Portage Ave., a newly organized motorcycle firm, owned and operated by Gord Brown and Dave Winter. There, arguments and discussion re the merits and speeds of the various machines waged furiously, as is usually the case when riders get together. Dave Winter wishing to change the subject suggested that the boys band together under a club name. He mentioned that if it was the wish of the boys to obtain clubrooms, he would give them the use of the basement indefinitely or until such time as they wished to obtain larger quarters. The suggestion was timely, and readily accepted. It was agreed to meet for discussion for the first time on November 3rd.

On the above date, with Dave Winter acting as Chairman, a meeting was called to order with the following members present:

Gord Brown (Hon), Leo Eska (Super-X), Paul Aubert (Super) Percy Smith (Hon), Johnnie Allen (H-D Single), Jack Stewart (Hon), Wilf Johnson (H-D Single), T. Fox-Decent (Indian 37).

An election of officers was held as follows:

Pres. Dave Winter, Vice-Pres. Johnnie Allen, Sect'y - Treas. Wilf Johnson and Road-Optn. Jack Stewart.

The next item of importance was a suitable name for this gang of riders. Suggestions were many and varied, the names Winnipeg Motorcycle Club and Manitoba Motorcycle Club were by the far the most popular, and between the two, the former received the greater support, but as the last Winnipeg Motorcycle Club had had financial difficulties and finally wound-up in a bankruptcy court, and in view of the fact that we would be responsible for all debts incurred by them if we took their name, it was finally decided and unanimously agreed upon that the name of this newly organized club would be

RIMETIME (Cont. from Page 9)

My morals are among the best,
So you can set your mind at rest,
For I meet all of the virtue's test,
Said William Alex Johnston.

Scram or I will call the cops;
Scram or I will call the cops;
Scram or I will call the Cops,
Remarked the pure young maiden.

Close your trap I'll bugger off,
Said William Alex Johnston,
I'll find some other other soon enough,
Said William Alex Johnston,
I'll find some wench in Seikirk Park,
And we'll go walking in the dark,
And I'll get mine if she does her part,
Said William Alex Johnston.

Our newsmonger member, Called Wimp,
Was walking, one night, with a limp,
The cause was a rash
From wiping his ----- (Editor- What the -- is the matter
with you?)
(E.L.Dev.-I'll get you yet.)
With sandpaper - Oh what a simp.

An excitable frenchman called Proulx;
Went skating, for something to doulx,
But the ice was like glass
And he slipped on his ----- (Ed. You have to use clean
words on this paper)
And that made him ache,
Throulx and throulx. (E.L.Dev.-The word is clean if
you use the rite paper).

Our well padded member called Spike;
Met a girl with a donkey, one night,
The time they pass, As he patted her ass,
Whichm according to Spike,
Was quite right.

known as the MANITOBA MOTORCYCLE CLUB. As we had no rent to pay, and wishing to make it easy for motorcyclists to join, we agreed upon a membership fee of twenty five cents per month, or two dollars and fifty cents per year, in one payment. The furniture and various articles needed immediately were donated by the members.

The next important item on the program were colors. Many color schemes were suggested, but on account of road dust, Fawn with Blue lettering was finally decided upon.

Discussion in regards to club crest, membership cards, letterheads, etc., were left over until the new year.

Before the meeting was closed, a basketball game was suggested, and Percy Smith was delegated to complete all the necessary arrangements with the YMCA for a game in the near future.

(Continued next month.)

River Park

You can talk about enthusiasm, pep, spirit or what ever you call it, but you sure have to hand it to the motorcycle fraternity, especially in the good old winter time. We should consider ourselves very fortunate in having winters. If you lived in the southern states with their green Christmases and New Years you would bemoan your faith. "Why don't I live in the north so that I could ride in snow and on ice" you would say. Well you live in the north. Why don't you take advantage of the ice and snow. You don't realize the amount of fun you are missing trying to climb hills and racing on ice. There is no greater source of fun and thrills. Some of the boys regularly travel down to River Park each and every Sunday afternoon, only to find nobody there but themselves. One or two riders going down to the river is far from being enough machines to have an afternoon's fun. There should be 40 or 50 hacks down there, we will settle for 25, so that a real program of races and sports may be arranged. Do not leave it to the other fellow, or stay at home and tell yourself that nobody will be there. Make it a point to go down, form the habit to go to the Park each and every Sunday, and in a few weeks every rider will be heading that way from force of habit. It is a good way of advertising motorcycles and a wonderful opportunity to show off. The public think you are really daredevils to be riding on snow and ice. The opportunity of a lifetime. Snap it up.
Editor.



The 'GO' flag has been dropped and we are off on another year, which by the way, will be the club's thirteenth year of continued success, we hope. It has caused many a member a great number of hours of thought and many a head-ache to very diligently lead the M. M. C. thru to the month of January 1937. No, the Manitoba Motorcycle Club just didn't drift until now, without some kind of guide, it would have folded up years ago. Nobody will ever realize the trials and tribulations which have been suffered by many a member for the sake of the M. M. C. We should be very proud of a motorcycle club which has managed to stay in business, as we might say, for a period of twelve years; and boast of a membership of eighty-one riders and enthusiasts. Look around you, read motorcycle magazines, make inquiries, anything you wish, and you will find that motorcycle club are not in the habit of lasting this long. It must mean something. It is essential to the motorcyclists of this district that there be a motorcycle club, and that it be successful. It helps you and I get the most out of motorcycling as a sport and gives us a pals, in order that we may enjoy the social side of the greatest sport in the world. It helps us get acquainted with each other, and enjoy each others' company. We are standing in the threshold of the year 1937: let us make a resolution to do two things this year. We will benefit from the resolution, and that is, first, to have banner turnouts to all our tours, runs and picnics, and secondly, let us run them off in such orderly fashion that it will constitute nothing less than a national goodwill advertising campaign. We will be repaid 1000 fold; we will be the prize winners, and we will never regret it. The runs during the past year were sadly neglected, but we will, and must admit that what few runs were held were sure humdingers. Runs make for a successful club, and not its competitions, as the runs satisfy the greater majority of riders, and make for a more sociable gang, and I think, that is the secret of successful clubs.

Let's get together, pull together, and all in one direction, and have more regularly, social outings instead of that haphazard manner of passing away a short holiday or Sunday. While planning a run, let's not forget those items, which may be minor to you but important to the majority, and that is the good old bat and ball and your swimming suit. Editor.

This is the first issue of the Exhaust Pipe in the past 3 years, and we hope you like it and enjoy it. It has caused me many a headache and worry trying to compile and publish it before the second of January, exactly one month from the date the suggestion was brought before the general meeting. I have overcome practically all the obstacles relating to a first issue, and trust you will lend me a helping hand, by contributing a little more freely for the February issue, which will be in your hands by February second. You have all the headings, just address your envelope to the editor. I wish to thank the following contributors for their contributions: The Pres., E.L.DeV., Irv Lowen, Phill, H.D.O.E., The Treasurer, Sourpuss. On closing, I wish you all a VERY BRIGHT, PROSPEROUS and HAPPY 1937.

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This month's editor: PAUL AUBERT

Contributions not only gratefully accepted, but absolutely necessary to the Exhaust Pipe.

-----Statistics-----

It has taken exactly 61 hours of the Editor's own personal time to COLLECT and ASSEMBLE the material, TYPE all stencils, and RUN-OFF one hundred copies of this issue.

QUESTIONS and ANSWERS

Editor:

Please tell me whether or not I can enlarge the ring grooves to take automobile rings- H. Smith.

.....

Yes you can enlarge ring grooves on a motorcycle piston to take automobile rings, but you must not forget to take out the ridge in the cylinder, at the top and bottom of the stroke.

Editor:

Is there any method of preventing corrosion of the battery terminals. -L. R.

.....

Yes, the only method of preventing this formation is to periodically clean the terminals with a rag dipped in a weak solution of ammonia, and, after drying, to smear them with vaseline.

Editor:

How should adjust the fork dampers and spindles on my machine. -A.P.B.

.....

The dampers should be adjusted so that when you pull up and down on the handlebars the forks show a slight inclination to stick in any selected part of their travel. With regard to the adjustment of the links, these should be tightened so that there is just no play between the links and fork girders, but the forks function freely.

Letters to the Editor.

Editor,
The Exhaust Pipe.

I am writing you just a short note to wish you luck in your endeavor to bring back to life the good ole 'EXHAUST PIPE'. I am unable to contribute to this issue, but you can rest assured that I will do my part towards helping you for the February issue.

Yours very truly

H. S.

Ed./Just write down your criticism or comments and send them in to us. It will help us in making a better and bigger club paper.

W A N T — A D D S

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Treasurer.

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