

## PRESIDENT'S NOTE



This will be my last shout out before the RICK-ster takes the handlebars as the new Prez. We are in good hands with those who have stepped up to lead the club forward. It's been a great 5 years and I've had a lot of fun. The club is well over a 100 members but more important a great bunch of men and women who share the passion of Riding, Restoring and 'Renching on old motorcycles,(the 3 R's). Hey I was a school teacher and the 3 R's should have been these. At the Christmas party the other night, I mentioned (hey Rollie you don't really look that old) about an indoor,ride the train place, in the old Safeway at the corner of Sturgeon Road and Ness Ave. The guy gives rides for \$5 and was very receptive to the idea of starting an Antique Motorcycle Club of Manitoba Museum (at no cost to us). There is a ton of empty space in the building. Drop by and go for a ride and check it out. Is this something we might want to pursue? Speaking of old, the club will be 40 years old on the day you visit Keith Blais at Movie Night in January. Also, dig out those items for the annual March auction, always a fun night. Wishing everyone the very best on this holiday season and here's hoping there are many more miles to rack up on our old odometers. Remember, "you don't stop riding when you get old, you get old when you stop riding."

Cheers Ross Metcalfe



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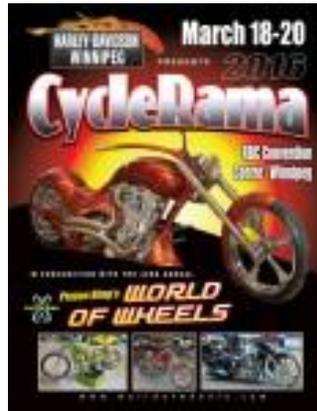
# Events 2015-16

**December 27** Jim's Vintage Garage open from 10.00 a.m. to 4:00 p.m. on Sunday Dec. 27th .Free admission

**January 7-9-- Las Vegas Motorcycle Auctions**  
**January 26 --AMCM Monthly Meeting**

**February 24--Monthly Meeting HD Winnipeg**

**March 4 - 13, Bike Week Daytona Beach**  
**March 18-20 CycleRama**



**March 29<sup>th</sup>- AMCM Monthly Meeting and club AUCTION**

**April 26th AMCM Monthly Meeting**

**May 31st AMCM Monthly Meeting**

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

**24th-26th 16th Annual "Bison Classic Motorcycle Rally" At Carman MB.**

# Brand New Second Hand XS1100

A co-worker from my long ago past proudly described used bargains he purchased as “brand new second hand”. I thought of that phrase earlier this summer as I returned my 79 XS1100 project to the garage after a successful ride to the Pony one Sunday evening. I placed the bike on the center stand and completed a post ride inspection. No gas or oil leaks, strange noises, or obvious loose parts were found after many sessions of inspection, rebuilds, and testing. The XS had been parked and left unsheltered for many years by the original owner and it was more than a few years past the parts bike stage when I took pity and had to bring it home. One year later it was now a functional and pretty safe ride and I could move on to cosmetics, or so I thought.

I first laid eyes on the XS in an online ad with the description of “mechanics special” and a pretty fair asking price. I convinced myself quickly that a shaft drive and an 1100cc Yamaha engine to use for a spare race engine was a great justification to check this out further. The old Vetter fairing and big seat complete with a 70’s sissy bar and cargo rack made it too much to resist. A visit was coordinated with the owner and when I arrived he led me to the side of the house where the bike was sitting on the center stand after it was moved from an open shed where it had been silently watching the years pass by. Pretty rough at first glance, but it was complete and visions of what the bike could look like shifted my plans from a parts bike to riding. When the nice gentleman said he was the original owner and showed me the original bill from Riteway Sports in Winnipeg from 1979, I decided it had to make it back to the street.

The owner seemed happy I may get the bike back on the road and he shared some stories of long road trips and was very generous in our negotiations to pass the bike on to me. He helped load the bike and gave me a large box of original parts including the original headlight bucket and related parts that had been removed in the early 80’s for the installation of the fairing and I headed home. Slowly and surely the XS was taken apart and parts were cleaned, reconditioned, repaired, and replaced. Two float posts on the originals carbs were broken so an identical set of carbs in my garage were cleaned and installed. A set of superbike handlebars also stored in my garage were fitted to the bike to facilitate better counter steering and give a nicer flow to the overall appearance. I took great pride in reporting the repurposing of the carbs and handlebars to my wife with a smug comment that I am not a hoarder if I eventually find a use or a home for those old parts. All original factory parts that are removed for minor customizing were stored in the event I return the bike back to factory original. New parts purchased included a battery, plugs, master cylinder rebuild kit, new tires, and one driveshaft boot retainer. Many hours were spent on the carbs and brakes to ensure the safest and reliable operation.

While I enjoy the power any large motorcycle engine can produce, safety and reliability is my priority when servicing any street motorcycle, but that goal may be relative with older bikes. This particular project offered two important lessons in returning old motorcycles back to the street. The factory brakes on 70’s motorcycles leave a lot to be desired. Yes, I could upgrade the brakes to a modern caliper, but some bikes need to be kept as factory original as possible. “Resto mods” are best kept to basket cases and very pedestrian bikes with missing parts. I believe I got the most out of the old front single piston calipers with solid discs after 3 separate teardowns to re-evaluate my work. Something had to be wrong. The rear brakes had just the right touch between highest possible friction and lock up during my panic stop testing and practice, but the fronts just left me wanting more. Then it came to me. The XS1100 in 1979 made just under 100 horsepower from the factory. The most common comment I receive from those who recognise the model at local bike hangouts is “I had one and it was fast”. The technology of the time was about engines and horsepower, more effective chassis and brakes for street bikes came in later years. It is a fun bike to twist the throttle and that’s a big reason I’m attracted to the old big engine bikes. Now I

admire Kenny Roberts and Freddie Spencer even more for sliding into corners on paved road race tracks with big heavy bikes with the "best" brakes that the 70's era had to offer.

The other important lesson this particular XS taught me is that cosmetics are not a necessity or a priority for me for some bikes even though my trade as a very young man was auto painting. The cosmetics on this XS will not be a priority. It's a clean looking bike, but I enjoy it the most when I am riding and feeling the powerful acceleration or defying gravity in a challenging corner. The admiring stare I give it after a ride is now more about the riding experience and an actual preference for the slightly faded paint, and the less than perfect factory exhaust pipes that mean more to me warm from a revving engine than exhibiting a show time shine. I'm not sure the final product is exactly as I envisioned when I convinced myself this was more than a parts bike, but it is back on the road where it should be. Brand new second hand has a deeper meaning for me now and it stands for function, enjoyment, and acknowledgment of history and previous ownership certified by just the right patina and some well-earned a scrapes and chips.

Daniel Catte

# Shoulda been there



We had a great time at the Pony Corral and we have the pics to prove it.







Everyone is smiling



## November 24, 2015 – Minutes of the Meeting

**President Ross** opened the meeting @ 7:30.

43 in attendance 2 guests – welcome!

**Joe Sawtus** was visited today. He seems to be doing well physically, but has said he will not be going back to the shop. His right-hand guy is handling the shop and getting things ready for sale. You can pop by and see if he is ready to bring you in to the store.

Ross picked up an original 1969 BSA 450 Special. Sitting for 40 years, all parts there....would like to find a new home – asking \$1500

mystery part tonight provided by Greg O’Kane was a BMW spigot for mounting the carburetor to the head....Tim Klassen got this one

Secretary’s Report: Will continue to post the “quick hits” emails, please let me know what you would like to see!

Treasurer’s report: 113 members joined so far AWESOME! –the membership form is on the website!

\$xxxxx in the bank DVD on the MMC – all SOLD! Let us know if you would like copies and we’ll figure it out

**Newsletter** update: David is giving up his post and we need someone to take over the newsletter and the AMCM roster Jim Toews volunteered for the AMCM roster – THANKS! Rainman volunteered for the Newsletter – THANKS!

**THANK-YOU David for TEN YEARS of newsletter and the roster...your new folks will need some transition time!**

**WebMaster** report – Greg Hygaard:

We have had inquiries from around the world, the Rough Riders, the MMC, and too many to mention.

Antique Motorcycle Club in the State has copied our idea for the auction for a fund raiser!

PLEASE go have a look and send something in...the info is wonderful!

Print your membership form from the site and bring it to the Xmas party! MEMBERSHIP RENEWAL IS DUE NOW!

This is such an important part of our existence and is so enjoyed by many! THANKS to Greg and Don C for keeping this going!

Photos from the Rally are available for \$5 a piece on a DVD....if we need more we will print more!

Question from the audience about posting manuals on the site as many have some electronically. The webmasters will look at this and advise back.

**Librarian Report:** Mike the Book – the library is available for your use – please have a look and sign out any item of interest. We also accept any donations for the library if you have any spare books! 50/50 raffle is on tonight!

Members - please bring forward some ideas of good books that would be great to buy and add to our library (IE: Tidler Invasion)

Regalia Report: Rick Peters – some t-shirts, long sleeves, and rally shirts....all ready in time for Christmas!

### **ELECTION RESULTS:**

**President** – Rick Poirier **Vice-President** – John Thompson **Past President** – Ross Metcalfe

**Treasurer** – Gerry Spindler **Secretary** – Kim Robinson **Newsletter** – Rainman **Roster** – Jim Toews

Motion made to make Ross Metcalfe an honorary life member of the AMCM – seconded and carried

Action required: move signing authority for the AMCM’s bank account to President, Vice-President and Treasurer

Upcoming Events:

**December 15, 2015** – Xmas party at Pony Corral Grant Park– 5:30 cocktails and dinner to follow

**Movie Night: Tuesday, January 26th** will be held at Keith Blais house near Birds Hill – basement and barn explore.

We will send a map prior to the event – BYOB. *NOTE – it will be 40 years almost to the day that the AMCM was started!*

**February 23, 2016** – regular meeting

**March 18-20, 2016:** World of Wheels and CycleRama presented by HD Winnipeg

**March 29, 2016** – auction night! Please bring a maximum of 4 motorcycle items you wish to auction off. 50% of selling price back to seller and 50% to SBH....AND if the item goes for \$100 or more, 85% goes to seller, and 15% to SBH

Send a list of your items to Kim @ pirates.pearl@gmail.com and we’ll let everyone know what we have

**Rally Update:**We are working on booking the entire campsite under the AMCM

Volunteer tasks were reviewed tonight by the Rally Committee

We have some tasks that we are working on but we feel everything is going well

The marque brand is Triumph (secretary’s note – WOOHOO)

Let’s START putting aside quality door prizes for some really good items for the Rally.

Let’s have everyone thinking of how you can volunteer and help for the Rally – many hands make efforts easier....and, we will have a list of volunteer spots.

**MPI dates for 2016 events** – which is for the Vintage plate list - we need to gather these and SEND THEM off by March 31, 2016. For anything that was not considered in the 2015 list, please send a note to Ross

[moose102@escape.ca](mailto:moose102@escape.ca) ASAP ☺

**Facebook update**The AMCM Facebook site is up and running.

Search for “Antique Motorcycle Club of Manitoba” and request to join the group

Send any questions, comments, pics, and be sure to “share” on Facebook with your friends

Vintage Dirt Tracking Oval might be coming back MB: Keith Blais raised this – let’s get some more info!

Rusted Restoration by Greg O’Kane and talked about his and Marie’s 1972 R60/5. Please see the website for the full presentation! ☺

**Coffee** meeting place is the Tim Horton’s on Fermor after the meeting.

# A blast from the past

## MOTORCYCLISTS PLAN TURF RACES

Will Hold Special Preparatory  
Competition Over Grass Course  
On Aug. 18

Motorcycle grass track races, a recent innovation in local motorcycling sport which has of late become popular with the fans, will be held at Fairhills resort, Bird's Hill, on the afternoon of Aug. 18, by the Winnipeg Roughriders' Motorcycle club.

Inasmuch as these races will be the preliminaries for the championship finals, which have been slated for Sept. 1 on the same course, interest among the members is running high. The finals will be held under A.M.A. sanction and rules, and will be open to all.

Like the usual motorcycle races, grass track contests are held on a circular course, but instead of the usual half-mile length, the course is only one-fifth of a mile, and is completely grass covered. Thus they are made peppy and spectacular, and give the contestant a trial where riding ability and control of the machine is paramount.

The Roughriders' executive has lined up a complete card of events for the afternoon, which are as follows: 1, for motors up to 350 c.c.; 2, for motors up to 750 c.c.; 3, for motors over 750 c.c.; and 4, the final, in which only winners of the three previous events are eligible.

## MOTORCYCLE RACES AT BIRD'S HILL, AUG. 25

Motorcycle grass track races of the Winnipeg Roughriders Motorcycle club, originally scheduled for Aug. 18, but postponed on account of rain, will be run off Aug. 25, at Fairhills resort, Bird's Hill. Merv. Davies, club champion, will be defending his honors, with Hud. Graham, club president, also taking part.

In addition to a full panel of grass track events, a cross country scramble, patterned after the events so popular in the Old Country, has been planned. This trial is a regularly sanctioned A.M.A. event, and will constitute ten miles of various hazards and obstacles. There is no separate classification for motor sizes, all machines and riders to be despatched simultaneously. Winners of this event will receive the regular A.M.A. awards.

## WALTERS WINNER MOTORCYCLE RACE

Completes the Hazardous 10-Mile  
Cross-Country Event  
in 22.06

Featured by numerous spills, the 10-mile cross-country scramble race of the Winnipeg Roughriders Motorcycle club, held Aug. 25 at Fairhill's resort, was won by J. Walters, of the W.R.M.C.

Walters won by a narrow margin, completing the hazardous course in 22.06 mins., closely followed by Jack Simpson, of the M.M.C., who finished in 22.18 mins. Hud Graham, president of the W.R.M.C., placed third in 23.05 mins.

Simpson held the lead in the final lap, but suffered a spectacular spill within sight of the finishing lines, and was nosed out by Walters, who was following close behind. Graham particularly made a good showing, as at one time he was more than a full lap of  $\frac{1}{2}$  a mile behind.

Due to casualties in the cross-country race, there were not so many entrants in the grass-track races held immediately following, but showing consistent ability, Jimmie Leach, mounted on a Norton, took both the 500 c.c. and the 1301 c.c. classes, with Hud Graham copping the open event. In the class for small motors, Ken Butterfield, leading, took a spill and Art Lalonde placed first.

Following is a detailed list of results:

10-mile cross-country scramble (open)—1, J. Walters (500 Calthorpe), 22.06 minutes; 2, J. Simpson (500 Ariel), 22.18 minutes; 3, H. Graham (1250 Harley-Davidson), 23.05 minutes.

Grass-track races, 1-5 mile course—First event, for machines up to 350 c.c. (1 mile)—1, A. Lalonde (148 Coventry-Eagle), 1.40 mins.; second event, for machines up to 500 c.c. (1 mile), 1, J. Leach (500 Norton), 1.29½ mins.; third event, for machines up to 1301 c.c. (1 mile), 1, J. Leach (500 Norton), 1.25 mins.; fourth event, open to all (1 mile), 1, W. H. Graham (1250 Harley-Davidson), 1.25½ mins.

**\* BUY \* SELL \* WANTS \*DON'T WANTS**

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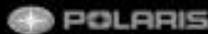
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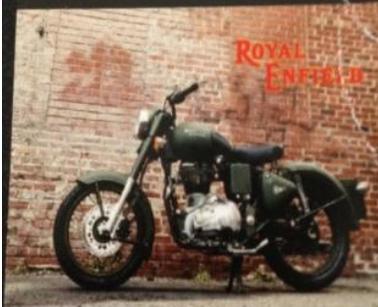


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