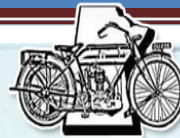




Mar-Apr 2016

## RUST 'N PIECES

Volume 39 No 2



Antique Motorcycle Club  
of Manitoba Inc.

### Antique Motorcycle Club of Manitoba 9th Annual "Conquering Perimeteritis" Run

**SATURDAY, JUNE 4, 2016**



Meet at Oak bluff on the perimeter at Tim Hortons/ Esso Station to leave together at 1pm for Morden. Join the Southern Contingent in Carman and ride together to Chas' house, 790 Gilmour St, Morden. Enjoy the usual scrumptious hamburger barbeque, with chili, beans & salads, plus ice cream dessert with all the fixings.

## **Mailing Address**

1377 Niakwa Rd. East  
Winnipeg MB R2J 3T

**President** --Rick Poirier  
204-299-9733  
pirates.pearl.rick@gmail.com

**Vice-President** – John  
Thompson 204-482-8185  
johnfmthompson@gmail.com

**Secretary** – Kim Robinson  
204-471-5465  
pirates.pearl@gmail.com

**Treasurer** – Sarah Strome  
204-295-5101  
sarah.strome@gmail.com

**Past President** –  
Ross Metcalfe 204-831-8165  
moosel02@escape.ca

## **LIBRARIAN**

Mike Baraschuk  
204-757-2368  
[msb@highspeedcroe.ca](mailto:msb@highspeedcroe.ca)

## **PROPERTY MANAGER**

Rick Peters 204-822-3535  
[ricpeters88@yahoo.com](mailto:ricpeters88@yahoo.com)

**CLUB HISTORIAN**--Jim  
Harrison 204-837-9093  
[recycle2@rocketmail.com](mailto:recycle2@rocketmail.com)

## **RALLY CHAIRPERSON**

Clarence Holigroski  
204-668-5998

## **PUBLISHER/EDITOR**

Raymond Millis  
204-981-7714  
[Scarletfever71@hotmail.com](mailto:Scarletfever71@hotmail.com)

## **Roster**

Jim Toews 204-298-1648  
[jwtoews@outlook.com](mailto:jwtoews@outlook.com)

## **WEBMASTERS**

Greg Hygaard  
204-482-7915  
[oldwing@mts.net](mailto:oldwing@mts.net)  
Don Charleton  
204-334-3017  
[doncharleton@gmail.com](mailto:doncharleton@gmail.com)

## **Events 2016**

**April 23/16** Spina Bifida & Hydrocephalus Association of  
Canada Bud Spud & Steak Night Belgian Club 407 Provencher  
Blvd. 5:00-8:00PM

### **April 26, 2016 AMCM Monthly Meeting**

**May6-7/16 Indian Motoercycyle demo ride** Headingly Sport  
Shop 10AM 5160 Portage [www.headinglysport.com](http://www.headinglysport.com)

**May7/16 CMMG Safety Rally and Dealer Derby** 11 AM  
Manitoba Legislature Rain date May11/16 [www.cmmg.org](http://www.cmmg.org).

International Female Ride Day.

**May7/16 Rolling Plains Motorcycle Asso. Ice Breaker Run**  
Leave 11 AM Frantz Motor Inn Steinbach Contact Colin 204-371-  
9636 or [falk\\_23@hotmail.com](mailto:falk_23@hotmail.com)

**May14/16 Swap meet@Harley Davidson of Winnipeg** 1377  
Niakwa Rd. E 9-3 pm Contact Sheryl 204-254-3974

[sgray@hdwinnipeg.ca](mailto:sgray@hdwinnipeg.ca) or [www.harleydavidsonwinnipeg.ca](http://www.harleydavidsonwinnipeg.ca)

**May14/16 Winnipeg Harley Riders Ice breaker Run**

9:30 Harley-Davidson Winnipeg Rain date May21 Contact  
[deake@mts.net](mailto:deake@mts.net) or 204-339-3336

**May 18/16 Victoria day run to half moon in Lockport**

**May 24/16 Motorcycle display Pony Corral( Sundays until Sept)**

**May 28/16 Manitoba Motorcycle Ride for Dad 8am Earls at  
Polo Park \$30.00 Contact [ridefordadmb@gmail.com](mailto:ridefordadmb@gmail.com) or  
[www.ridefordad.ca/manitoba](http://www.ridefordad.ca/manitoba)**

### **May 31/16 AMCM Monthly Meeting**

**June 4, 2016 Perimeteritis Ride** will be on Sat leaving Horton's  
in Oakbluff at noon Traveling out to Carman to meet up with  
other riders at the intersection of PTHs 3 and 13

Then on to 790 Gilmour St.. Morden

**June 4/16 Project New Hope Rally in Teulon** 9am Teulon  
Green Acres Park. Dyno, Games, Family Friendly. Proceeds to  
veterans with PTSD contact Dave 204-206-0297 or  
[davidleduchowski@gmail.com](mailto:davidleduchowski@gmail.com) (rain date June 11)

**June5/16 Beast cancer Pledge Ride** Register 8:30-11am  
Assinaboia Downs Cont. Betty Ann at [bmerke@nelsonriver.com](mailto:bmerke@nelsonriver.com)

**June 11/16 Rolling Plains Motorcycle Asso. Run** Leave 11 AM  
Frantz Motor Inn Steinbach Contact Colin [falk\\_23@hotmail.com](mailto:falk_23@hotmail.com)

**June 13/16 Niverville town parade**

**June 17** Suzuki Demo Rides @Adventure Powerproducts Ile de chenes

**June 21, 2016 AMCM Monthly Meeting** (\*note date  
change to accommodate Bison Rally)

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

**July 1/16\*** Winnipeg HOG Chapter Canada Day Poker Run

**July 08, 2016 Thunder Ridge Rally** - Friday, To Sunday, July 10, 2016  
Lansdowne Centennial Park Dufferin Ave Arden MB R0J 0B0 Canada

### **July 26, 2016 AMCM Monthly Meeting**

**August 21, 2016** South Beach Casino Bike show

**August 27, 2016** Run Thru The Park 2016 for Autism Awareness at  
Riding Mountain National Park From Saturday, - 09:00am To Sunday,  
August 28, 2016 - 05:00pm contact Shawna or Frank @204-967-2075

**August 29, 2016 AMCM Monthly Meeting**

# Message From the President

Be Safe !!!!!!!!!!!!!!!

Spring is in the air and everyone is excited and itching to get his or her rides out. It's a very exciting time looking forward to the open road and everything else that comes with a new riding season: meeting old friends for a coffee and at club meetings; and meeting new friends and discussing their rides or projects. It's almost here. For some it is already here.

I've already seeing many bikes on the road and it makes me remember a lot of things to keep in mind. I remember when I was a safety instructor and the things we used to preach to the newbie riders about the first ride of the year. Things like thoroughly checking your bike over; tire pressure is the first and foremost important; and that all of the controls are checked for free movement, including the throttle spring return. Point is, just don't assume that if your motorcycle started, it's ready to go. Even if you know you did a thorough job putting it to bed last fall, double-check it all again - you may find something wrong.

Second reminder for them was that your riding skills WILL be rusty. No matter how much experience you have, it's a good idea to take things easy until the feel of it comes back. Also, because of the cooler temperatures, your tires will take a while to warm up for their adhesions to be effective. Watch out for the sand and gravel still left at the side of the road and corners where it accumulates the most.

One another thing that I also like to practice, in the appropriate area, is emergency manoeuvres such as stopping, and swerving. Take a little time to test your skills. Drivers of other vehicles are not accustomed to seeing and looking for motorcycles yet. Do everything you can to be visible, having an escape route, do not ride in blind spots of other drivers, and be ready for an emergency manoeuvre.

It is an exciting time for everyone. I'm looking forward to the Rally in Carman and all the other planned rides this year. Everyone have a fun and SAFE year ahead.

If you are reading an email copy of this newsletter, you can go to the following link to view the MAAC list of auto events happening this summer. There are some bike events as well.

[http://www.amcm.ca/wp-content/uploads/2016/03/2016\\_Events\\_Book.pdf](http://www.amcm.ca/wp-content/uploads/2016/03/2016_Events_Book.pdf)

# Hey did you know...

## MONUMENTAL MISTAKES AND BLUNDERS MADE BY MOTORCYCLE MANUFACTURERS over the years

Authors Note; Opinions expressed here are entirely my own and not necessarily that of all classic motorcycle restorers. Whilst I have restored most popular British motorcycle makes I have never restored an American made Indian or Harley Davidson, but I feel certain that they have also had their fair share of failures and design blunders over the years. I have restored each of the makes mentioned “from the ground up”, with some like Ariel, BSA, Triumph and Matchless two or three times, with different models and years of manufacture.

**ARIEL** Edward Turner’s brilliant Square Four engine suffered from overheating problems especially of the back two cylinders, right from the initial 1930 500cc model. Various modifications appeared over the years to try and rectify this culminating with the completely re-designed Mark 2, all-alloy, 4-piper motor in late 1953. This largely eliminated the problem but it still ran very hot especially on a long run on an African summers day (where I lived) Mine was a 1953 model with the Mk2 engine and on re-building the engine (for the second time!) I fitted an oil filter on the return oil line with the largest spin-on car type oil filter that would fit, plus an oil cooler made from a little radiator from a cars air conditioner. I figured that the paltry 6 Imp pint oil tank capacity was just not sufficient and this added another pint which certainly helped with the bike running much cooler, plus of course cooling & filtering the hitherto unfiltered oil. In 1955 Ariels increased the capacity to about 8 pints by extending the tank inwards so that it looked the same but was considerably bigger. This did the trick but sadly too little too late as the factory closed for good in 1958.

**AMAL** This British carburetor manufacturer must have made many, many hundreds of thousands of slide-type carburetors for the British motorcycle industry, plus many more for all manner of small engines and lawnmowers. I can imagine the purchasing officer at Triumph in 1958 calling Amal’s - - “Triumph, Meridan here. We are about to launch our new Bonneville T120 twins and we will require 5000 Amal 376’s by Christmas. For this order we expect to pay Pound Sterling XX. each. Please confirm that you can supply at that price and on time” This phone call could be repeated by BSA, Norton, Matchless, Royal Enfield and maybe half-a-dozen others.

Amal would be under immense pressure to produce the units as close to the price demanded and on time so they were always building to a price. Amal knew as well as any engineering manufacturer that same material components produce the fastest wear, yet both slide and carb bodies were cast out of the same soft alloy. A bronze slide would be better but far too expensive. Result- - fast wear of slides but more importantly bodies, resulting in poor performance especially with twin carb models. New slides mostly cured the problem but not if the body was worn as well. A number of machine shops in North America and UK set themselves up for true-boring of Amal carb bodies and re-sleeving of slides in brass or bronze at about a third of the cost of a new Amal. You would end up with a carburetor BETTER than new (provided you replaced needle & seat & jets as well), that would last infinitely longer than the original.

**BSA** For a number of years the largest motorcycle manufacturer in the world until the Japanese finally built the all-conquering first “Superbike”; the 1969 Honda CB750. Cash-strapped BSA who by now owned Triumph as well, totally ignored their long-time successful design engineers Bert Hopwood and Doug Hele and frantically hired marketing and design “whiz-kids” at great expense. These “experts” were not motorcyclists and had never been involved in motorcycling



engineering or design, and promptly took over the new BSA & Triumph triple project which was supposed to be the British answer to the Japanese four cylinder superbikes. The result was a monumental disaster. Whilst the new innovative 750cc three cylinder engine produced 58bhp with a top speed of 125 mph, the BSA versions draconian styling was a disaster. Called the "Rocket 3" with awful slab-sided tank, extra high seat and space-era 'ray gun' silencers (mufflers), it was an instant failure and few were sold contributing to factory closure for good, only a few years later.

**TRIUMPH** At about the same time as BSA's "whiz kids" did their number on BSA's styling, they decided that the iconic Triumph Bonneville and BSA's very successful A65 twins, should have a frame modification, doing away with a separate oil tank. A huge 2 ½ inch diameter top frame tube was employed and the notorious OIF (oil-in-frame) was born. Not only did this result in a seat height one inch HIGHER than the old already-too-high seat, but it actually held LESS oil than the separate tank did! I kid you not! Then all the early ones leaked oil where the bottom flange holding the removable drain plate was welded on, necessitating the removing of the complete engine and transmission to re-weld it on correctly. I had restored several early Bonneville models and had no trouble selling them until I restored a 1971 model; the first of the OIF models. Even motorcyclists far removed from classic circles and only vaguely aware of motorcycling history were aware of the OIF fiasco, and only after many months of advertising internationally was I able to sell it eventually in Switzerland.

**ROYAL ENFIELD** Never as popular as the other British makes Royal Enfield's Achilles Heel was the Albion gearbox. Albion Ltd., were well-known in the industrial field for manufacturing heavy duty transmissions for industrial machinery, earth moving tractors and even military tanks etc. Their scaled-down motorcycle gearbox was clunky, noisy, and not smooth in operation. Certainly not in the class of specialist motorcycle gearbox manufacturers like Burman. Royal Enfield persisted with Albion even for their light-weight Villiers-engined bikes right till factory closure in 1970, a stubbornness that puzzled their supporters and delighted their opposition. I restored a 1941 military Model WG 350cc single, which saw action against Rommel in the Western Desert campaign. It was a dog to ride because of girder forks but mainly because of the very rough heel & toe action Albion transmission.

**NORTON** The 750cc Norton Commando appeared in 1967 having originated from the original superb 500cc Model 7 twin designed by Bert Hopwood. It was then bored to 600cc, then 650cc as the Dominator, then 750cc as the Atlas. In 1967 the first high horsepower Commando appeared and there were signs of an overstressed bottom half with some main bearing failures. By 1973 the poor Commando engine had been bored out to 850cc to meet the competitions higher performing transverse fours, and the bottom half just had enough! Main bearing failures were catastrophic with stories of some brand new machines not even making it home from the dealer without main bearing failure! Norton Service Bulletin Number 68 stated:-- Revised Main Bearings- - All Commando Models of all years - - - Distribution worldwide- - To be replaced by the Revised Superblend Bearing Part # 063114  
2 dot single lip roller. If you ever restore a Norton Commando do check that it has had the Superblend mod done!

**MATCHLESS** Associated Motor Cycles Ltd owned both Matchless and AJS and made identical models: one of the earliest examples of "badge engineering." The same frame and tin-ware was used for various models and nearly always their infamous pressed steel "tin" primary chain case was used. Prone to leaking even when new it was almost impossible to seal after years of use, or during a restoration of an older model. AMC persisted with this monstrosity until the 60's and even had the audacity to patent it! I restored several 50's singles and a twin and did manage to

seal them by careful truing of both halves on a sheet of glass and emery cloth, and using modern silicone sealer, new aluminum band and new composite endless rubber seal. By the time I restored a 1965 G80 CSR they had finally succumbed and this one had a nice proper alloy screwed-on chaincase.

**VELOCETTE** Much has been written about the very different Velocette clutch mechanism, - - - nothing complimentary. Mostly beyond the ability of the general fairly mechanical owner/rider, “experts” set themselves up all over the UK to do little else but set up and adjust Velocette clutches. Many articles have appeared in motorcycle magazines like “Classic Motorcycle” over the years on “How to set up and adjust a Velocette clutch” One has to ask oneself why did they persist? Surly they must have lost some sales to other makes with straight-forward designs which were easily adjusted!

**BMW** My everyday ride is a 1978 R100S “Airhead” I love it! But even the Bavarians in their Teutonic wisdom made some mistakes! In a very hard downpour the old beemer will conk out because there is water in the points. Who in their right minds would position the ignition points in the most vulnerable position on the whole bike: right in the front down behind the front wheel! The very well-made alloy housing has vent holes in both sides in what seems a deliberate effort to let water in! Even the British bikes have their points well above the ground and to the side and well-protected from direct jets of water!

I have an un-insulated garage and in Canada’s brutal winter I remove the battery and take it inside. This takes me half a day because the huge 28 amp hour battery is such a tight fit! One has to take the two bolts out that secure the back half of the frame because the battery will not clear the bolt heads even if you replace them with carriage headed ones! But look out!! If you don’t make some device to support the frame sections the frame and therefore the whole bike will collapse in half! Still not the end of the problem however as the back half of the battery box has to be tilted backwards as well, necessitating removal of two bolts which also hold the back brake fluid reservoir on one side, and the turn signal bleeper on the other! Not to mention that when there is no bolt the brake fluid reservoir has to be wired up in an upright position to stop the fluid from spilling out!

**HONDA** Acknowledged by the world as the first superbike and the final nail in the British Motorcycle Industries coffin, the incredible 67 bhp, 125 mph, four across CB750 burst onto the scene in 1969. Four separate carburetors, overhead camshaft, huge disc front brake, electric starter, electrifying vibration free performance, smooth 5 speed transmission, no wonder that they took the market by storm. I restored a 1973 CB750 (my first ever Japanese restoration) and was immediately impressed by the superb engineering and finish. Designed no doubt for tiny Japanese hands and fingers, I found everything extremely snug and tight-fitting. The huge, heavy engine and transmission unit was especially tight and very awkward to get back into the frame and certainly not a one-man job. Imagine my gobsmacked consternation on completion of a ground-up restoration, and having a valve cover oil leak (even with new gasket) on initial start up, to discover that that mighty engine had to be removed from the frame to take the valve cover off!! Never mind pulling the cylinder head to grind valves which of course was a simple in situ job on British bikes. Then only did I read the many posts on web forums about this problem and that a number of modifications are on offer which all require cutting and welding the top frame member! The later “F” models were altered but owners of 1969 to 1978 models had to live with it! A monumental blunder in anyone’s book!

Tom

## **Minutes of meeting held Tuesday February 23rd 2016**

(at least 50 people in attendance)

Meeting called to order at 7:30pm by Vice President-John Thompson

Praise to the hosts and attendees for the "Tech Night" at Dan Catte's work shop and "Movie Night" held at Keith Blais work shop basement, work shop building and movies at home.

Movies shown at Keith Blais are available for purchase as the distributor has been identified. Contact Kim our Secretary for orders. About 8 hands were shown for orders from the attendees.

Treasurer Report made. See attached Financial Report.

DVD's from Bison Rally 2015 at 8 sales at \$5 per for \$40 was provided to Treasurer as forwarding to Spina Biffida donation.

A \$30 payment was received for the Corporate fee for our Bi-Monthly bulletin Advertisement from Innovative Cycle.

Auction Night at March 29th Club meeting. Bring up to 4 items. Advise Kim of the items in advance.

Reorders of Name Plates are open to members. \$12.50 however payment must be paid in advance.

Public Liability Insurance - Motion to accept a minimum of \$1 million coverage at \$450 per annum sent via e-mail from Ross Metcalfe from sunny Italy and Seconded by Tom Heesom. Discussion with varied opinions, whereas even \$5 Million coverage is not out of the question. Treasurer has been tasked to approach our "Legal" member Parker Fillmore to get his twist on the matter. In other words a "wait and see" for the time being. Quotes were provided by Wawanesa Insurance, a local Manitoba Company, as follows:

\$1 Million Public Liability Insurance for \$450.00

\$2 Million at \$550.00

\$5 Million at \$800.00

Quotes from other companies were "not interested".

A Fund Raiser for Spina Biffida "Beer and Steak Event" will be held on April 23, 2016 from 5- 8 p.m. at the Belgian Club in St. Boniface. Cost is \$25 per person. Contact Tom Heesom.

Bison Rally in Carman - Looking for prizes. Letter of introduction will be on Web Site to approach businesses for their possible prize donations. Possibility to book the whole Campground was discussed but more direct commitments will have to be obtained.

Various items presented by our "Web Master" Greg Hygaard with explanation that the Membership Dues to be mailed to Treasurer for ease of recording and deposits with our "Head-Office" continued as the HD dealership on Niakawa Road.

Adjournment 8:45 pm for continued "fellowship" down the Road.

# Antique Motorcycle Club of Manitoba

## March 29, 2016 - MINUTES

### 1. President's Report.

- 85 in attendance – 3 bikes in the parking lot!
- 4 guests – welcome!
- Apologies for missing this meeting, but Kim booked some tickets to see Canadian comedian Shaun Majumder...without looking at the calendar first...can't get good help these days! Thanks to JT for hosting on Rick's behalf!
- Debbie Spindler contacted us this week. She wanted to thank the members for all of the kind words of support and thoughts in cards, and thanks to those who could attend Gerry's funeral last Thursday. She also wanted to pass along how much Gerry enjoyed the AMCM, how proud he was to put on his shirt and come to the meetings and other events. Both she and Gerry enjoyed the company of the membership, and that the members were down to earth and "real"...something he treasured. We shall miss him. Motion to donate \$200 to the Salvation Army in Gerry's name. Motion was seconded and carried. We held a moment of silence for our friend Gerry.
- Thank-you for the responses so far on the survey. If you haven't completed it online, please do so. If you prefer paper, we have some here tonight. We'd like all responses completed by this Friday, April 1<sup>st</sup> and will have the results and ideas posted in the April newsletter. If you have any other comments or ideas to share, please let me know! – 204-299-9733 or [pirates.pearl.rick@gmail.com](mailto:pirates.pearl.rick@gmail.com)
- AUCTION NIGHT! Ross Metcalfe will be our Auctioneer. 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.
- Clarence will have an update on the Bison Rally in Carman this year, and the marque is Triumph. Thanks to Raymond for a newsy article in the newsletter about Triumph
- Ross Metcalfe will present the 2016 Sanctioned Ride list to MPI very soon, and we will share the list with the members when it is approved!
- We require a new Treasurer for the AMCM. Sarah Strome graciously offered to fill this role. Thank-you Sarah, we really appreciate stepping up to the plate!

### 2. Secretary's Report - Kim:

- We would like to put together an order from AMCM name tags - the order will go in at the end of March. Prices have changed due to the US vs CAD \$, however, we will still purchase these through Prairie Sky Promotions as they have competitive pricing. The cost is \$12.50 each including taxes. Please let me know if you would like a tag ordered, and what you would like on the tag (sure, nicknames are fine!!). Please note that your tag will not be ordered until the payment has been received...a cheque can be provided to Gerry our Treasurer, or you can either PayPal or e-transfer to my account

### 3. Treasurer's report - :

- Gerry reached out to club lawyer, Parker Fillmore, regarding Insurance for all AMCM events, including the Rally and the Corn Roast. Parker's response was "If something did happen there is the potential for a claim against all members altho we are incorporated so a claim should be brought against the corporation only but no guarantee of that when Corp really does not have much for assets. The million dollar amount should be



sufficient altho more is always better but then getting a bit pricey. Any policy should name the corp and all of its directors, officers and members."

- With Parker's response, Gerry secured Public Liability Insurance at \$2 Million at \$550. plus taxes. Insurance has been in effect since last Thursday, March 3rd.

#### 4. Rally Update - Clarence:

- Looks like we will have enough folks camping that we will book the campsite on behalf of attendees...this will depend on final survey results
- Meetings will be held shortly with the campground and catering folks in Carman to nail down the details – stay tuned as we should have a full update with posters, registration sheets, etc., for the April meeting.

#### 5. Alf C. donated Joe Sawtus' films – Dan Catte will get them converted to DVD and made available to the membership! Thanks Alf!

#### 6. Upcoming Events:

- April 6 - TECH night @ 7pm at Dan Catte's garage 859 Kebir Place Winnipeg (South Winnipeg Fort Garry area). Workbench will be open for small part teardown, inspection, lots of free advice, and maybe even a repair or two!
- April 23 - from 5- 8 p.m. at the Belgian Club in St. Boniface A Fund Raiser for Spina Bifida "Beer and Steak Event" Cost is \$25 per person. Please contact Tom Hesom.
- April 26 – AMCM meeting
- May 28 – TELUS Ride for Dad,  
[http://support.pcff.ca/site/TR?fr\\_id=1480&pg=entry](http://support.pcff.ca/site/TR?fr_id=1480&pg=entry)
- June 4<sup>th</sup>, Perimeteritis Ride will be on Sat leaving Horton's in Oakbluff at noon. Traveling out to Carman to meet up with other riders at the intersection of PTHs 3 and 13. Then on to 790 Gilmour Street, Morden



- June 4<sup>th</sup>, Project New Hope family fun rally to be held in Teulon Green Acres Park – Dave Leduchowski will have more information for us on this event at the April meeting
- June 4<sup>th</sup>, Manitoba Air Show will have a Classic Car and Motorcycle Show
- June 5<sup>th</sup> – 15<sup>th</sup> Anniversary of the Breast Cancer Pledge Ride. Kim will bring further details at April meeting, or go to <http://www.breastcancerpledgeride.com/>

7. Coffee meeting place is the Tim Horton's on Fermor after the meeting.

8. AUCTION RESULTS!: WOW, WOW, WOW – thanks to everyone who donated prizes for the auction, for peeps who purchased items, and for Ross for your awesome auctioneer skills. We raised \$841 which will be donated to our charity of choice, Spina Bifida! Great job team ☺



# Another Successful Tech Night

## Tech Night 2 Report by Dan Catte

The second AMCM Tech Night was held April 6, 2016 with such good attendance I may have to open the balcony. AMAC members Dianne Best, David Leduchowski, and Clarence Holigroski lead the group through electrical theory and demonstrations as it applies to motorcycles. Comments started as whispers in the crowd, “she really knows her stuff”, and the evening ended with many participants stating publically “I really learned a lot tonight” thanks to our three tech presenters. Who

says you can't teach an old dog new tricks eh?

Dianne began with basic motorcycle electrical system theory and armed with only a whiteboard and marker produced an easy to understand, and I stress easy to understand model describing the major electrical components and wiring of a motorcycle. Batteries, Coils, collapsing magnetic fields, condensers, alternators, etc. Dianne translated her impressive knowledge in a manner that entertained even the most

knowledgeable member in attendance. The rest of us looked like cave dwellers learning the magic of fire, but know we really know the magic of fire under our seat.

David followed Dianne with actual demonstrations that reinforced her theory session. David used simple but ingenious tools he made using simple materials found around most home shops. He created a voltage drop to a headlight using a simple battery, switch, wire, resistor, and light. This demo alone will save most of us hours trying to figure why we appear to have power but can't power a component. His electromagnet made from coiled wire and bolt that could pick up and drop a pair of vice grips with a flick of a switch was fun to watch and again reinforced the theory we had just learned.

Clarence ended the evening with another impressive self-built tool to show spark plugs firing through a points system and more detail on condensers. His description of the old points system and more modern electronic ignitions advanced the group knowledge leaps and bounds.

Our thanks to our speakers who offered their time and knowledge and translated that knowledge into easy to understand language and visuals. As I have written before we have an impressive pool of talent in the club and it will be fun to press on with more Tech Nights.





## ***“IT WAS A DARK AND STORMY NIGHT- - -“***

It was a dark and stormy night  
The lightning was quite a sight  
We set off for home, after the AMC meeting  
In the buffeting wind we sure took a beating.

Somehow we kept going in torrential rain,  
Water in the crotch was a particular pain!  
It didn't get better, but seemed to get worse  
If we kept going, we'd end up in a hearse!

Through the rain-drenched dark we saw a dim light  
We were approaching Brunkild- - a beacon in the night.  
That tiny village was a welcoming sight  
With it's 100 year old pub- - for us just right!

We pulled in and joined the slurring locals.  
They'd been there all day by the tone of their vocals!  
The roof leaked so bad it seemed worse inside,  
than if we'd carried on, in the rain to ride.

The barman entertained with good ghost stories,  
and tales of the old pub and it's past glories.  
We spent a few hours to sit out the storm,  
Everyone present in fine story-telling form.

So when we ride again to a meeting in September  
That was one ride home we'll always remember  
Yes we'll never forget the beer and the grub  
On the night we were forced into the **Brunkild Pub !**



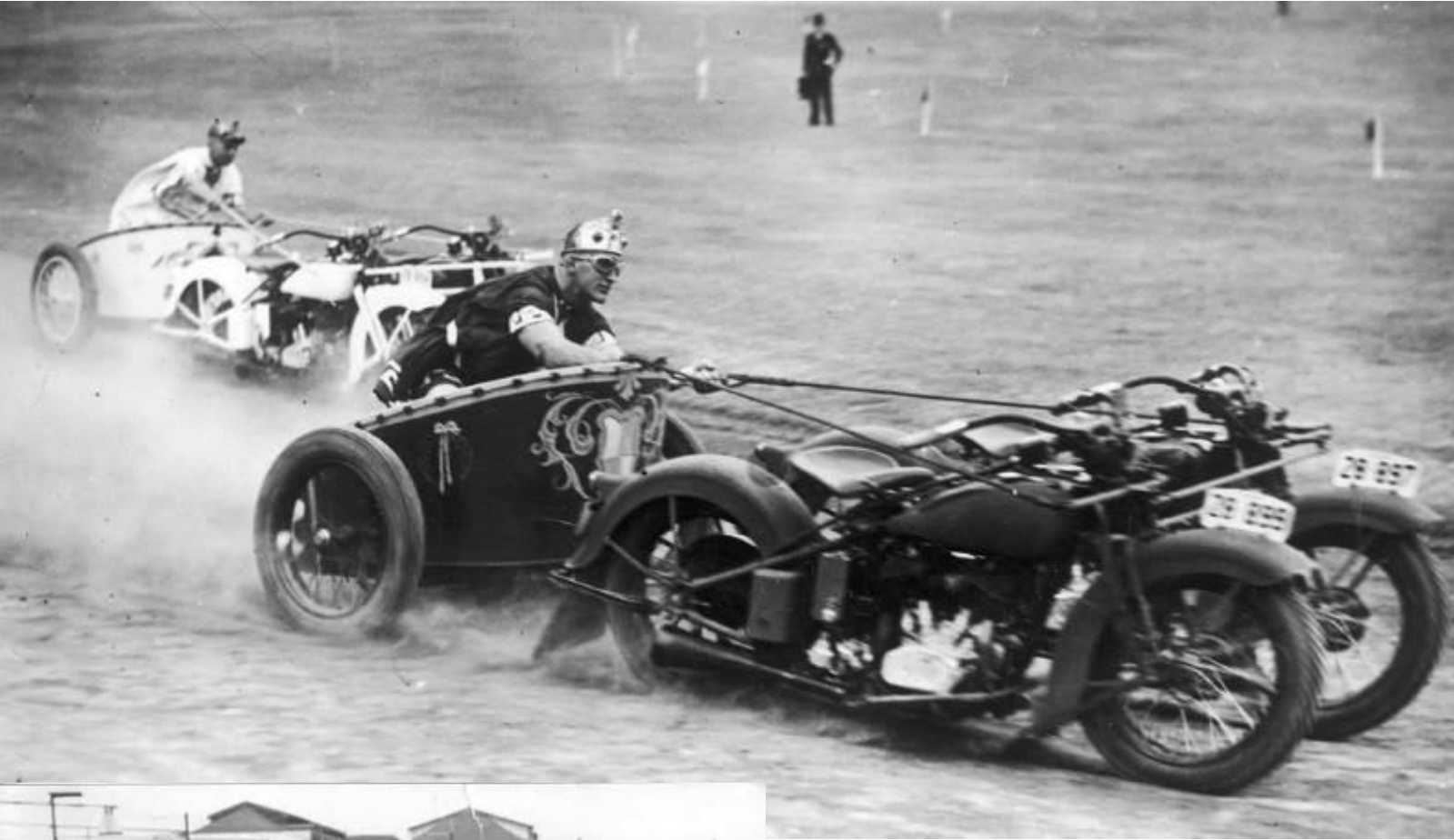
\*\*\*\*\*

There was a guy named Ross,  
He's retired, no longer the boss.  
His wings are unfurled- -  
and he travells the world  
His freedom is the AMC's loss.



the "Poet Laureate"

# Now this is Racing.



**It doesn't get cooler than this.**

Of course, we are talking about motorcycle chariot racing. Motorcycle chariot racing is exactly what it sounds like. A motorcycle (or two) are strapped to the front of a chariot and raced like the good old days of the Roman Empire. The sport supposedly caught on during the 1920s and peaked around the mid-1930s. It was, without a doubt, the coolest sport of the 1920s and 30s.



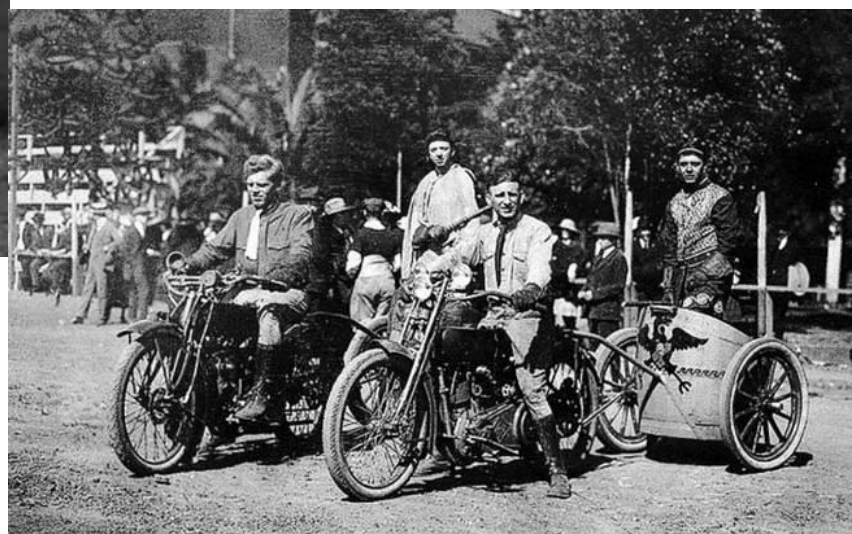




Some versions of the sport had riders on the motorcycles while the chariot rider "drove" them.

Some of motorcycle chariot riders were pretty daring.

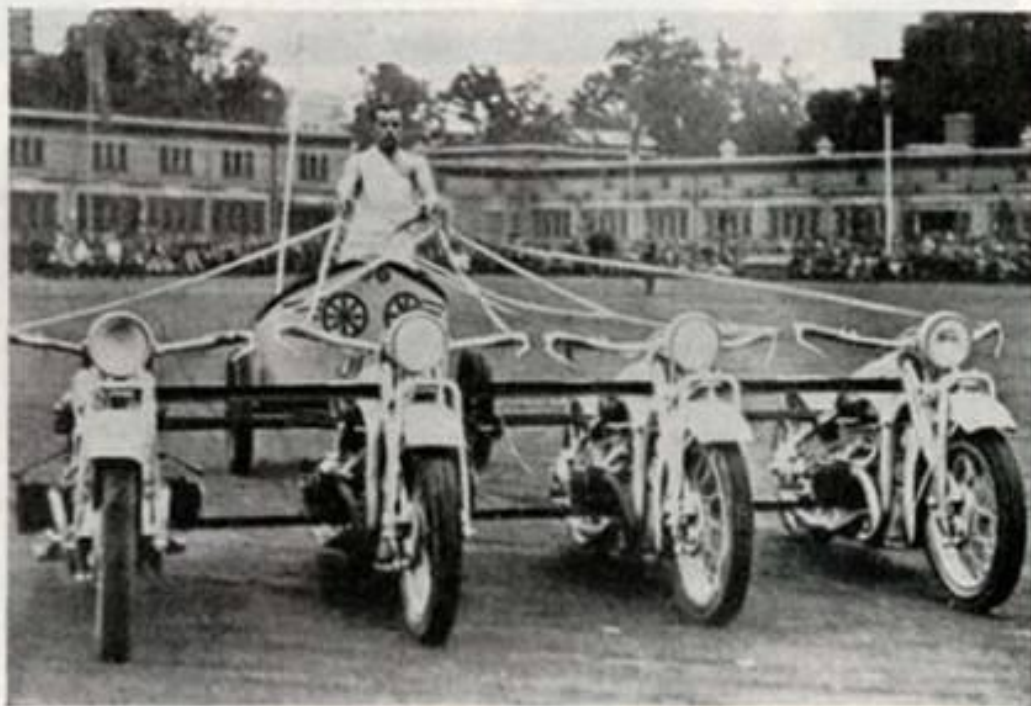
Sadly, there is not much information available about how the sport worked.



Here we have an old news article of a Charioteer at a German sports festival..

## Chariot of 1938 Ben Hur Drawn by Four Motorcycles

For the Ben Hur of the motor age, no four-horse team would do. Instead, the charioteer—stunting in a sports festival sponsored by a Potsdam regiment in Germany—rides on a rubber-tired chariot drawn by four motorcycles. "Reins" in the driver's hands lead to the handlebars of all four "bikes," which are harnessed together by three horizontal bars. The harness recalls certain farm tractors which are controlled by reins.



*Charioteer in German sports festival drives four motorcycles with reins*





# Sounds like the Swap meet in Portage la Prairie was a Success

## Shoulda Bin Thar

The motorcycle swap meet in Portage was well attended by vendors and buyers. Terry found a quarter fairing for his Suzuki GS1100 café racer project and some service manuals as well. The turbocharged intercooled v-twin motor caught my eye, nice torque monster engine! Keith had an impressive display of goodies,



# Blast from the Past

## MANY SPILLS AND THRILLS IN RACE OVER GRASS TRACK

Some 40 Machines Participate in Exciting Series of Races at Sackville Street

Evincing a steadily increasing interest in the newly-introduced form of motorcycle sport, the third of a series of monthly grass track races to be held by the Manitoba Motorcycle club, took place Monday evening at the grounds on Sackville street, St. James.

Jim Stewart, flashing over the 1-5 miles course in a classy display of smooth riding, out-distanced the field, and while consistently chased by Irv. Loewen, who incidentally placed first in the second heat of the final, slipped home after the five gruelling laps of the last race yards ahead of his opponents. Jim already has a length list of firsts to his credit. Testifying to increased competition, the meet, which was witnessed by several hundred spectators, was featured by more thrilling spills than the previous ones. No serious injuries, however, were sustained, and some 40 machines participated, many from the Winnipeg Roughriders' club.

M. G. Brown, official A.M.A. referee for the M.M.C., was in charge, and W. W. Cumber, the club's first-aid man, was in attendance. Vic Foscett was official starter.

The results follow

First race—1, H. Graham, president of the W.R.M.C., time 2.11-16, H.D.; 2, J. Simpson, M.M.C., Ariel; 3, I. Loewen, M.M.C., Indian. Second race—1, W. Fleming, M.M.C., time 1.59, Triumph; 2, A. Stewart, M.M.C., Ariel. Third race—1, J. Beckett, time 1.58 $\frac{3}{4}$ , Triumph; 2, D. Davidson, M.M.C., Indian. Fourth race—1, I. Loewen, time 1.56; 2, J. Simpson, 3, Hud Graham. Fifth race—1, W. Fleming, time 1.59; 2, J. Beckett; 3, A. Stewart.

Final race, first heat—1, J. Stewart, time, 1.54 $\frac{3}{4}$ ; 2, Hud Graham. Second heat—1, I. Loewen, time 1.57 $\frac{1}{2}$ ; 2, Fred Moulson, M.M.C., A.J.S. Final heat—1, J. Stewart, time, 1.52 $\frac{1}{2}$ ; 2, I. Loewen, 3: F. Moulson.

Match race for fastest time, 2 laps, flying start—1, J. Stewart, .43 $\frac{3}{8}$ ; 2, I. Loewen, .45 $\frac{1}{4}$ .

Aug 27th  
1935

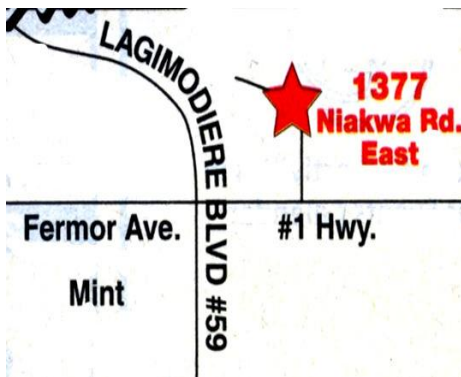


## \* BUY \* SELL \* WANTS \*DON'T WANTS

**WANTED!** Villiers powered motorcycles, parts, literature, advertising, projects. Looking for barn fresh, rough projects or even the smallest parts for Villiers powered bikes. They include : Famous James, New Hudson, Dot , Greeves, Francis Barnetts, Cotton....Villiers powered over a hundred different motorcycles in its history. Am restoring and running various bikes and require parts for them all . Motor sizes include : 98 cc single speed and two speed, 122 cc 3 speed, 197cc 3 speed. no part too small . Please call Keith Blais 204-226-2979. **SAVE THE RUST!**

**For sale.** Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

**Looking for** pre 1960 motorcycles, parts, advertising, memorabilia. I will look at all makes and ages of items. The older the better. Also looking for items pertaining to old local bike shops, ben Benson info and items he produced. I will also look into buying complete collections of old parts. I'd rather buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979.



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

**HARLEY-DAVIDSON WINNIPEG**

1377 Niakwa Rd. East  
Winnipeg MB 254-3974

**ADVENTURE** power products

**Derek Roth** | Owner

TF: 1-866-626-5155 P: 204-878-3194

F: 204-878-4494 C: 204-782-3644

E: derek@adventurepowerproducts.com

1-797 Quest Blvd., Ile des Chenes, MB R0A 0T1

**ADVENTURE** power group

www.adventurepowerproducts.com



Your One Stop  
PowerSports Shop



www.thunderroadmotorcycles.com



## HARLEY-DAVIDSON

- WINNIPEG -

1377 Niakwa Rd. E.  
Winnipeg, MB.  
Canada R2J 3T3

P: 204 254 3974  
F: 204 284 3329

**DAVID GRAY**

davidgray@harleydavidsonwinnipeg.ca • www.harleydavidsonwinnipeg.ca



# House of Silver

FINE METAL PLATING SERVICE

Robert Wynnobel OWNER

204-774-3250

743 Wall Street • Winnipeg, MB Canada R3G 2T6  
rwynnobel@yahoo.com • houseofsilver.ca

COPPER • NICKEL • CHROME • SILVER • GOLD • BLACK OXIDE



## Eddie's Sharpening

202 Wallasey St.  
Winnipeg, Man.  
R3J 3C1  
(204) 832-3999



www.mts.net/~edsharp

MEMBER  
INTERNATIONAL SHEAR SHARPENERS GUILD

AUTHORIZED ANDIS  
DANNYCO & WAHL REPAIR  
CENTRE  
ALSO OSTER/SUNBEAM

eddies@mts.net



204-889-5377

5160 Portage Avenue Headingley, Manitoba

www.headingleysport.com



David E. Pritchard  
FUNERAL DIRECTOR

david@bardal.ca 204-774-7474 www.bardal.ca

Funeral Chapel | Arrangement Centre  
843 Sherbrook St. | 1510 St. Mary's Rd.

MAILING ADDRESS: 843 SHERBROOK ST. WINNIPEG, MB. R3A 1M6



## Pine Portage Ventures

Smart Products to Make Life Simple

www.pineportageventures.com

102 - 679 St. Anne's Road  
Winnipeg, Manitoba  
Canada, R2N 3S8

PH: 204-941-1920 MB  
807-548-4526 ONT

Peter Zajackowski  
pineportage@mymts.net

FAX: 204-256-0625

- Floating Dock Systems
- Dock Bumpers/Illuminated, Solar Powered, Remote Contr.
- Deck & Dock Hardware Systems
- Honda Powered 4 x 4 Wheel Barrow - "Muck Truck"
- Boat & Vehicle Accessories
- Frame Like A "Pro" - FrameMate

Dewdocks, Slide-Moor  
Dock on a Rock, DockArmor, Muck-Truck

THE HARDWARE BOUTIQUE OF LAKE & LEISURE PRODUCTS



1143 PEMBINA HIGHWAY • WINNIPEG, MANITOBA R3T 2A3  
PHONE (204) 477-1701 • FAX (204) 453-8793  
WWW.WILDWOODSPORTS.COM

Ron Mojelsky

Ph# 204.415.1505  
Fax# 204.414.1901

1987 Logan Ave  
Winnipeg, MB  
R2R 0H8

innovativecycle@shawbiz.ca

## Innovative Cycle



PARTS~SERVICE~SALES