



ANTIQUe MOTORCYCLE CLUB OF MANITOBA INC.
1377 NIAKWA RD. E. WINNIPEG, MB R2J 3T3

RUST 'N PIECES

President's Message



Well folks I was very pleased to host all who attended the Last Movie night. I really enjoyed Ted and Gary's excellent adventure. "Director" MacDonald did a fine job showing us what it take to be successful at the Bonneville Salt Flats. Many thanks to all of you who brought food especially Jim's shortbread as my wife loves the leftovers. Also once again the Tom and Chas contingent brought enough to feed a small army. This month and next month I've instituted some

Tech presentations. Don't miss Barry Seib talk about new oil for old bikes and in March all you wanted to know about powder coating and more from one of our sponsors. Next issue I'm going to talk about life as a "snowbird" in Phoenix. Kris and I were in Phoenix for a week and man is that the place for winter "gearheads".



Action everywhere. We spent the day visiting our editor and David P. has one nice set up in Fountain Hills. Even better Kris and I borrowed his new 900cc Triumph for a trip to Tortilla Flats. Those new Thruxtons are nice. More on that later. Many thanks David. As I type out this message Siggie and I are off to Regina to visit the Antique crowd there to do a little swapping and tire kicking. There are some very interesting bikes in Regina with some very talented restorers. Well enough rambling, we'll see you all at the next meeting where a date will be set for our newest hit outing "Curing Perimeteritis". Cheers Ross



Inside this issue:

President's Message	1
Ode to a Vincent	2
Las Vegas Auction	3
Barry Seib—Moto Gussi arrives	4
Support our Advertizers	7
Upcoming events / For Sale / Want Ads	8

ANNUAL MEMBERSHIP 2010 DUES

The annual membership fee is due January 1, 2010. **NO INCREASE.** Continuing to hold the fee at \$25.00 What a bargain. Six newsletters, monthly meetings, road runs, rallies, corn roasts, show & shines. See the Treasurer!





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ODE TO A VINCENT

Said Red Molly to James “that’s a fine motorcycle.

A girl on the pillion could really feel special”

Said James to Red Molly “well my hat’s off to you.

It’s a Vincent Black Lightning- - - made in ’52.

I’ve seen you at the corners and café’s, it seems.

Red hair and black leather, my favourite colour schemes”

Then James pulled Red Molly up on behind,

And off the pair roared, true love to find.

Said James to Red Molly, “here’s a ring for your left hand.

But I tell you in earnest, I’m a real dangerous man.

I’ve fought with the law since I was seventeen,

I’ve robbed many a man for my Vincent machine.

Now I’m 21 years old- - - - might make 22.

I don’t mind dying, but for the love of you.

But if the finger of fate should break my stride,

Then dear Molly, I’ll give you my Vincent to ride”

“Come down!, Come down! Red Molly”, called Sergeant McLearey.

“They’ve accosted your James for armed robbery.

A shotgun blast to his chest left nothing inside.

Oh, come on down Red Molly, to his bedside.”

When she got to the hospital there wasn’t much left.

He was running out of road- - - He was running out of breath.

But he smiled up at her as she stood at his side- - -

And said, “My sweet Red Molly, I’ll give you my Vincent to ride”

Molly leaned close, to hear his last words.

His voice was weak like the twitter of birds.

Says James “in my opinion there’s nothing in this world,

Beats a ’52 Vincent and a red-headed girl!”

“Now Nortons and Indians and Triumphs won’t do,

They don’t have a soul like a Vincent ’52!”.

He reached for her hand and slipped her the keys.

His dying breath he said “I’ve no use for these”.

“I see Angels on Ariels in leather and chrome,

Swooping down from Heaven to carry me home”

He gave her one last kiss as he died,

And he gave her his ’52 Vincent to ride. (Author unknown)





BARRY SEIB

Barry was at the first meeting of the group which formed the AMCM in early 1978. He was an enthusiastic member in the early years and served a turn as president and other offices in the club. He has had a long love affair with old motorcycles going back over 47 years. He had a James 98 at 14 and later a BSA DBD34 Gold Star and Norton International, among many other bikes. He worked as a mechanic for Tiny Robins at 16 Keewatin St. in the 60s and Northwest Cycle on Logan in the early 70s, when they were Yamaha, Triumph and BSA dealers. Although he moved on to the electrical business to make a living, his love for old motorcycles persisted in his own shop at home. Barry has owned and worked on most makes and models of British bikes along with a good selection of Italian, Spanish, German and Japanese models from the 40s to the 80s. The motorcycle in the photo is a Vincent he inherited from Leonard Hardy, who bought it new in 1954 from Northwest Cycle. Len was also a member of this club for many years before he died. Barry still has a number of older bikes in his care, although he sold the Black Lightning a number of years ago. He also grew attracted

In an attempt to plan **motorcycle entertainment** to take away the winter blues, we have planned a presentation at the February meeting with master British mechanic, **Barry Seib**, who will discuss new motorcycle oils for old bikes. I have heard this presentation before and it is very interesting. At the March meeting, **Glen from D.I. Powder-coating** will be with us to discuss the ins and outs of this procedure. It is very interesting and extremely informative. Hope to see a good turn out at both meetings.

to American muscle cars, owning several 60s big block Corvettes, Mustangs and some others. He is still involved in restoring his 1972 Pantera which has a Ford 351 Cleveland V8. He is a true "gear head" by definition and has a sincere interest in old machinery and how modern lubricants affect our old steeds. He's now involved with importing Brad Penn motor oil from Bradford, Pennsylvania. 🏍️

Harley Owner sees the Light!



A great trip with John T. down to Ian's place to meet up with Carl, Alex, Nathan and Tim (former owner of the Red Rocket). Some bad weather while driving back to MB...sadly only when John was driving - all clear driving with Ricky at the helm! No problems crossing the border with all the bikes in tow. The Guzzi arrived with a busted spark plug (due to a slight tip-over of this baby in the trailer), however, with a replacement from John's "tickle trunk" the Guzzi fired up on both cylinders and sounded terrific. I commented that she sounded very throaty and Ricky said "would sound better without the stock pipes". Well. you can take the

guy away from his Harley, but with that comment you can't take the Harley outta the guy! Welcome Ricky as a new vintage owner!



Highlights of the Las Vegas Auction Jan 7-9, 2010

* Prices do not include a 7% buyers fee.



1952 Vincent Comet \$26,000. #2



1955 Wizzer \$8500. #2



1953 Indian Roadmaster \$33,000. #2



1949 Cushman \$8500. #3



1933 Indian Four \$55,000. #2



1948 Ariel Square Four \$24,000 #2

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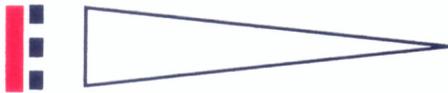
Glen

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