



November-December 2016

## RUST 'N PIECES

Volume 39 No 6

MERRY CHRISTMAS TO ALL AT  
Antique Motorcycle Club of Manitoba



May the wind blow gently on your face  
May the sun shine warmly on your back  
And may the road NOT rise up to meet you!  
Best wishes for good riding in 2017, From "The Poet Laureate"  
(aka Tom Hesom)



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# President's note

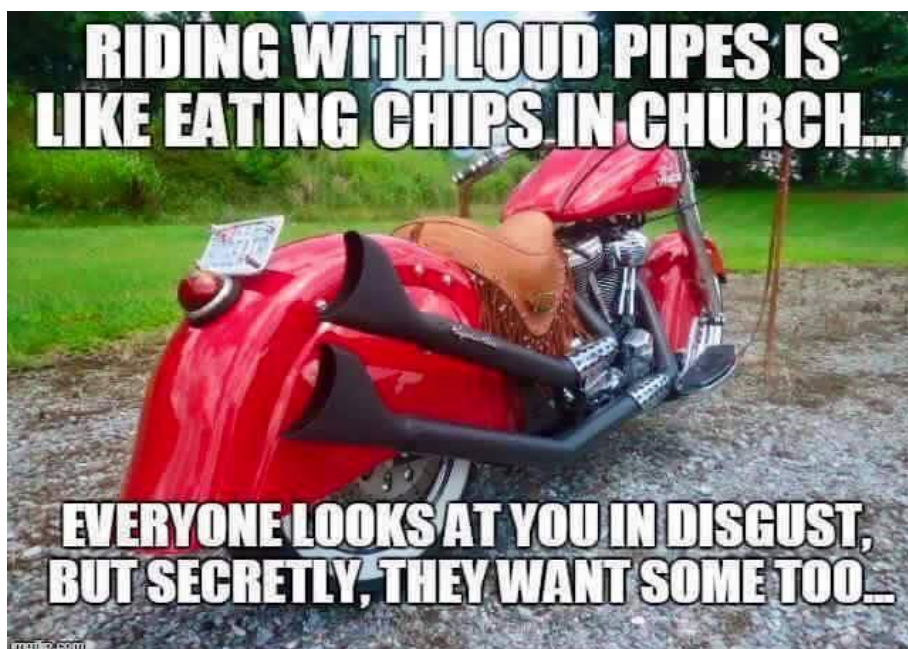
It's that time of year when my thoughts turn to reflect on how 2016 has been for our AMCM. We have had some tough times with losing our wonderful members Gerry Spindler and Dave Bjornson. These gents remind us of the respect for the older bikes and the humour found and shared in working on them. It is great to know that while our friends are gone, we will continue to see the bikes they loved on the Manitoba roads, in shows and displays, and at our Rally. Their legacy rides on!

We have also had a very fun year with our events like Perimeteritus, the Rally in Carman, and what about that Corn Roast? 40 years of corn roasting and camaraderie hosted by Pat & John Choquette and their boys Jamie and David – quite a feat, and we thank them again! This year's Christmas party – while delayed a week due to the weather – was well attended (57!), and there was lots of story-telling and laughing going on.

Looking ahead to the first few months of 2017, we have our upcoming “Movie Night” hosted by Keith Blais and “Save the Rust Museum”, tech nights hosted by Dan and JT, and our fan-favourite Auction night in March with “King o’ the Auctions”, Ross Metcalfe. The AMCM will have a great display at World of Wheels/Cyclorama, as we will have our booth and room for 6-8 bikes – the fun continues! We'll also send out another survey in the next couple of months asking you for your opinion and feedback on “stuff the AMCM should do”!

This Christmas, Kim and I won't be decking the halls with stuff, but decking ourselves out with great AMCM Regalia: freezer jackets, vests, work shirts, long sleeve shirts...an entire wardrobe can be had!

Wishing you all the best for the holiday season and 2017. And while some of us will be wrenching rather than riding this winter, I like to think of my favourite saying from our Poet Laureate, Tom, “What a great day to be alive and riding motorcycles”. Cheers - Rick





# You Just Never Know!

When I was growing up I had an aunt Frances. I knew my uncle Wilfred met her in France during WWII and married her before returning to Canada but, like many who served, neither of them talked much about wartime. I knew such memories were disturbing and I never asked. My aunt Frances was very tall and slim and was as proper and 'stuffy' as any woman I had ever known. She was very strict, stern and seemingly had no sense of humour. I always thought she was too stiff and starched for my taste but that changed the summer I was 17.

My father rode a Harley in the 1940s and I started riding at 15 on a Honda 50. I traded the 50 for a 305 Superhawk when I was 17 (1966) because I needed to be able to travel highway speeds. The Honda Superhawk was a FAST bike for its time, the fastest of the Japanese bikes then. I was quite proud of my Superhawk!



There was a family reunion that year at one of my uncle's farms just a few miles away so I decided to pop in, on the bike, for a visit. Motorcycles were still a bit of a rarity in 1966 so the Superhawk attracted a LOT of attention from my uncles and male cousins and many of them wanted to take it for a ride. All of them used the electric start. They each, slowly and tentatively, wobbled out the dirt lane a few hundred feet in first gear, trying not to stall, struggled to turn the bike around without dropping it, and wobbled back to the starting point, leaving it to me to put it back on the stand.

After all the men-folk had a turn and wandered away, my aunt Frances came up to me later in the afternoon with a shy smile and asked "May I take your bike for a ride?". She was dressed in a floral white sun dress with a flowing skirt and sandals, her hair in a neat bun and I was rather startled by the request, considering the way she was dressed so immaculately. She asked almost sheepishly but I was amused, smiled back and said "Sure!"

My aunt Frances threw one leg over the Superhawk, tucked her flowing skirt between the tank and her knees before flipping on the ignition and jumping on the kick starter.

She jerked the bike forward to take it off the centre stand and she took off with a ROAR, throwing dirt and gravel in every direction!

At the end of the lane she turned on to the paved highway in a sharp turn that almost put the bike on its side and then hammered the throttle. HOLY SXXT!

With each gear-change, I could hear the engine roar as she opened the throttle as far as it would go and she was in high gear within a few hundred feet. As she vanished over the first hill she had the bike flat out - I knew from the sound that she was near its 120 MPH maximum speed! As the sound of the bike faded over the hills in the distance I could see her crest each subsequent hill until she vanished in the distance.

My aunt Frances was gone for about 20 minutes before I could hear the bike coming back, still flat out and pushing 120 MPH - I could hear it before I could see it! A spot appeared and disappeared over the furthest hill, then the next one, then the next until she finally closed the throttle as she approached the laneway to the farm. She made a sliding turn, still at considerable speed, and came up the lane in a cloud of dust. At the last moment she threw the bike into a slide and came to a stop up on the main stand right in front of me without ever putting a foot on the ground - I had never seen ANYBODY do that before! She shut the engine off, stepped off of the bike casually, as if this was an everyday occurrence, smoothed her skirt, and very demurely said "Thank you." as she shuffled off to the reunion crowd. I was left standing there dumbfounded and wide-eyed! It was at that point that I noticed all my uncles and male cousins looking very sheepish and hiding their faces as if that hadn't seen anything!

Later in the day my uncle Wilfred came up to me when I was alone and in a rather amused tone, said rather "You are probably wondering where your aunt Frances learned to ride like that. UNDERSTATEMENT!!! Damned right!

My uncle Wilfred continued, "When I met her during the war and during the liberation of France, your aunt Frances was a dispatch rider for the French Resistance during German occupation. You either out-rode the Germans (and their bullets) or you died."

My opinion of my stuffy and proper aunt Frances was changed forever. She had never spoke about the war or her role in it but knowing the truth I had the utmost respect not only for her skill with a motorcycle but for her bravery in defending her country. She laid her life on the line for something she believed in and she suddenly became my hero!

Sometimes you think you know someone only to find out what you thought you knew was only a small fraction of the whole person!

Dianne Best

# Should a bin there

## Tech night Nov. 2016

Wow!!!! Another successful tech night. Not only an enjoyable evening get together, but a very good learning experience. You would never think of all the things you should know before you start your restoration.

The evening started with a few words from Gord Foreman, a director of the NAACC and offered support to our motorcycle community.

The MISSION STATEMENT of the NAACC  
The National Association of Automobile Clubs of Canada will strive to act as the unified voice of the automotive hobbyist in Canada by promoting and encouraging the preservation of the automobile, its historic lore, and its associated items. The NAACC will encourage a cooperative working relationship between governments, at both the federal and provincial level to prevent restrictive legislation.

Back to restoring a motorcycle. Dan started with his experience then Tom and Mike. Each brought up different things to know before and during your restoration, with comments coming from the rest of the group. If I can remember it all, here is the list.



First you must decide what you want to restore. An old ride, a hand me down, something you purchased, whatever. When purchasing a bike you should learn more about the bike than the person who is selling it. With more information you may be able to negotiate a better price.

At this point get a TOD, transfer of ownership document, as soon as possible.



Now you need a place to work. A heated shop would be nice but if you don't have that a porch or basement would work.

Do your research. Before starting, look at the availability of parts, especially those hard to find things, like exhaust. Just look, you may find that you should not start your build.

Get an owner's manual and a service manual.

If you have a complete bike maybe it just needs a good cleaning. You can give your bike a very good cleaning and keep the old patina to show its age and still look good.

Now, if you are rebuilding your project and have most of the parts, start putting it together. Do a mock up of what it would look like. Check the fitting of all the parts and make sure all the holes line up on fenders, tank, engine, trans, and also check to make sure you have everything and everything fits. You don't want to be drilling holes through your new paint job on the final assembly. If you still do not have a TOD, this would be a good time to get one. Take pictures of your assembled bike, serial number, and receipts. When you disassemble the bike be sure to tag all your parts to make sure you know where they go.

When building, work on one thing at a time. Start with the engine, then the trans or frame and complete it. Put it aside and do something else. Eventually you will complete your project.

A lot of the restoration is labour. Cleaning and buffing are endless and you can be at it for a long time.

I have been told that a dishwasher can do a good job of cleaning your parts because it is designed to cut grease but you must know that this should only be done if you are single, separated, or divorced.

Try to find good people to do things that you are unable to. Painting or machine work for example. Fellow members in the club may be able to help you.

When you are finished, you can call your friends and show it off or bring it to the next meeting or club event. Bring a towel to wipe up the drool.

Keep on riding....



***Rainman***

# ***TWAS THE NIGHT BEFORE CHRISTMAS***

Twas the night before Christmas, when all through their sheds,  
not a biker was stirring, thinking of flatheads.  
The stockings were hung by their cycles with care,  
in hopes that "you know who," soon would be there!

Winter in Manitoba, the geese have long flown south  
Well over a foot of snow now, all around the house.  
Trees are all bare, and the roads are icy  
To be riding now would be a little dicy

Twas the night before Christmas, AMCM elections are over.  
Winter projects are started, daily rides under cover  
Stabilizer in the tank, hooked to a battery tender  
tucked under a blanket, from fender to fender.

The members were all but snug in their beds  
while visions of cycle parts danced in their heads.  
Just getting home and I take off my chaps  
Whose got time for a long winter nap?

When out in the yard there arose such a rumble  
I spring from the couch with barely a stumble  
It's those daft, crazy guys from the AMCM  
They're not afraid of winter, no not them!

A damp mist swirls around, and they're all dressed in red  
Big Greg was there too, on a Gold Wing sled  
One guy on a Velocette, looks very like John T  
Another on a VW trike, with torn jeans and goatee!

Still on the couch, I wake up with a start  
Must have been dreaming, all the visions depart.  
Twas the night before Christmas, spring will come again  
So we'll get to ride soon, and therefore remain sane!

**Merry Christmas from**

**Rainman and the "Poet Laureate"**



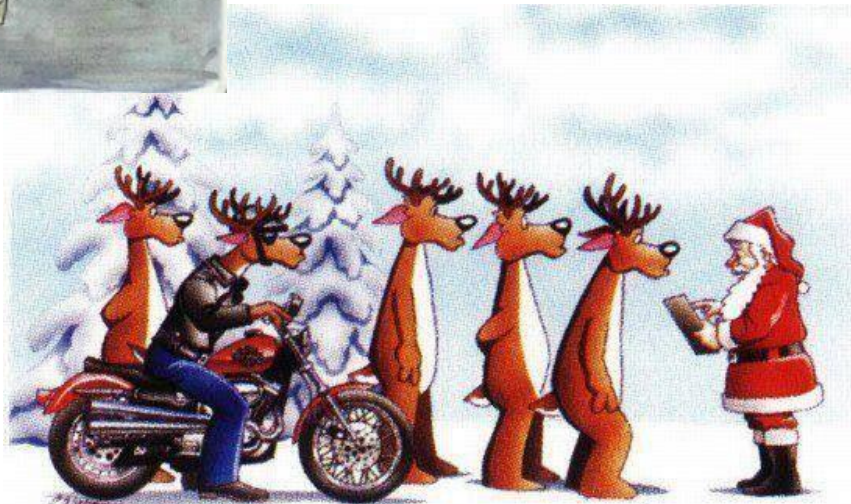
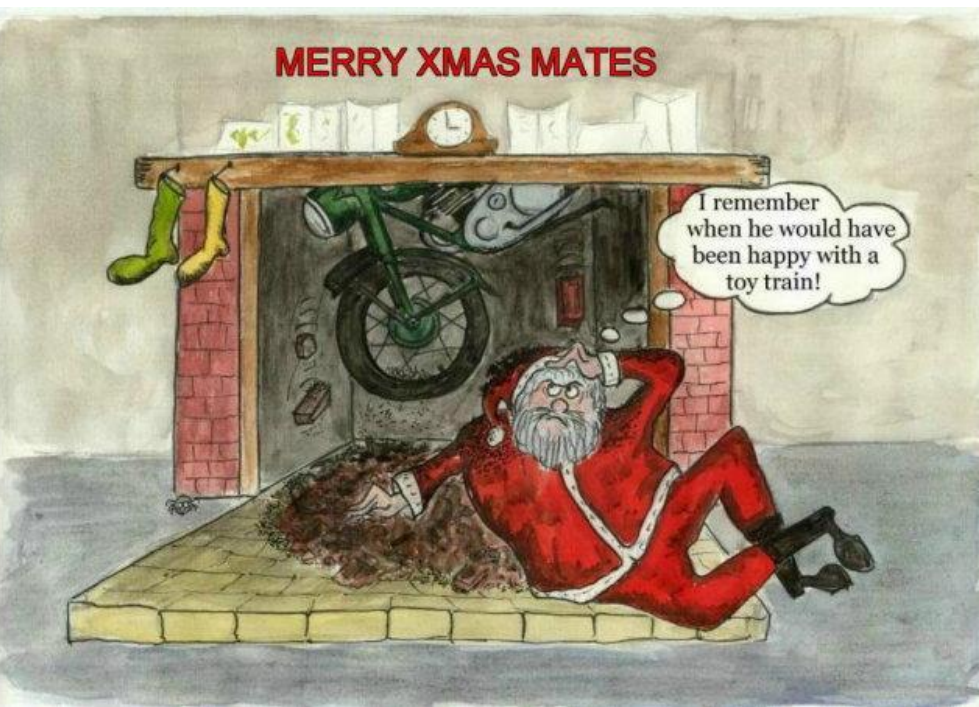
# How about some humor

From “The Poet Laureate”

There was a young lady called Kimee,  
Happens to be our club secretary.

She's on a mission,  
In the British tradition.

Rides a Triumph Tiger 100 you see.



Which one of you is Zoomer?



# Blast from the Past

## The Also Ran

He was covered in grease, his back hurt from bending; the single bulb in the shed cast a yellow light over a Motorcycle of underdetermined vintage, as slowly for the third or fourth time he lowered the overhead rockers down the pushrods. It just had to be right this time. Tomorrow was the day of the Big Race and time was running out.

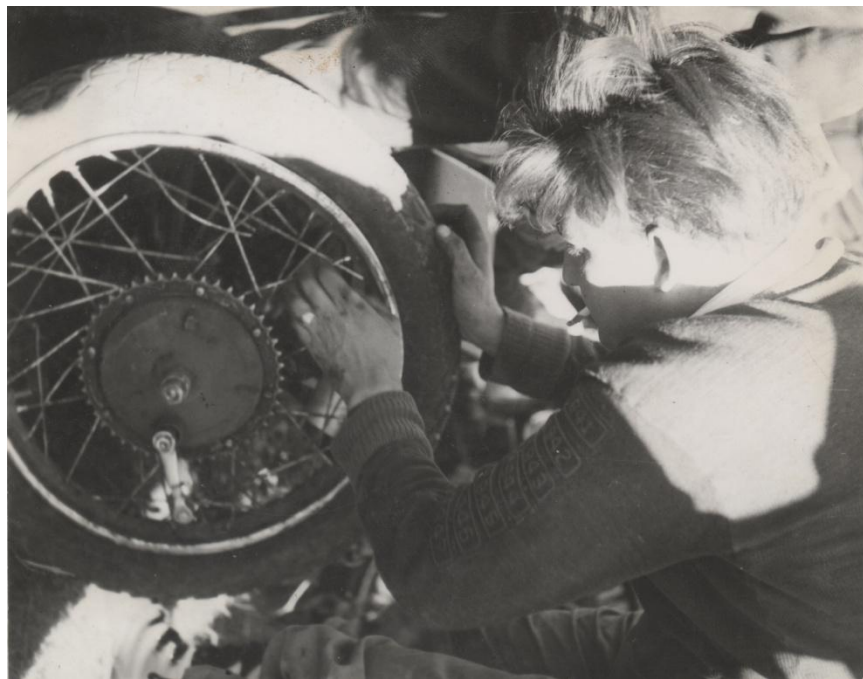
He gave a satisfied grunt as the rockers settled in place. Just a few more odds and ends, tank, pipes, oil lines, gearing and she'd be ready to go. After another hour of slow painstaking work, it was done, at least until he could road test it tomorrow. He snapped off the light and stumbled wearily towards the house and bed.

The day dawned warm and bright. Jumping out of bed he cursed himself for over sleeping. A lot remained to be done to "Old Triple X", his bike, before flag time.

At the shed he wheeled out the machine into the sunlight and laying his wrenches, began a systematic check, starting at the front wheel and slowly working his way back to the rear, until he had satisfied himself that all was in readiness.

Looking at the Bike, he could not help a feeling of pride in a job well done. There she sat, stripped down to the bone, and to him, just as beautiful as the girls that lay around the local beaches – if a bit older.

Grinning at the thought, he swung his leg over and settled into the saddle, tickling the Carburetor and getting set to kick her over. He saw, to his disgust, that the float was sticking and sending a stream of gas over his leg. For shame he muttered.



Well better before the Race than in it. Off it came and the offending clip was placed in its proper groove.

Once more astride, he gave a kick at the starter and was rewarded with a roar of power as the motor took hold. Slowing it to a fast idle and checking his oil, he was pleased to see the return was working well.

Easing into low gear, he set off down the lane at a moderate pace and turned into one of the lesser used streets. Once quickly through the gears, a test of the brakes and running gear. and he headed back for home.

Time trials at 1:30 – Race at 2 p.m. and six miles out to the track. 12:30 now, I'll just make it if I get a wiggle on. He laced on his boots, grabbed crash helmet and jacket, placed a hurried kiss on one rather worried Mother and was out the door. The track lay just off the main road into town and was already filling up with spectators as he arrived. Several out-of-town riders were present, their motorcycles sitting on trailers pulled by late model cars. Professionals for the most part with fast powerful bikes stopping in on these small races, where the competition wasn't so tough and they stood a better chance of cleaning up on the prize money and trophies.

He leaned "Old Triple X" against his tool box and went over to talk shop with some of the other members of his Club who were competing. After getting a good natured kidding about "Old Triple X" and the likelihood of it falling apart in the first lap or him falling off, he set out on foot to look over the track. It was about 1 ½ miles around the course and quite a walk. But better safe than sorry. He could see a lot more walking than if he were on his bike; even at low speed there were things that might make the difference in the Race – a bad rut just entering a corner or some loose stones on the inside of another that could spill a rider if he wasn't prepared for them.

He got back just in time to hear his name called out for the time trials. He'd take his warm-up laps slow, check his carburation,, then let her go. This year, he told himself, he would take it easy, and not burn up the track. It would put him in a slower heat and give him a better chance at getting in the finals.

After making 2 laps and a slight adjustment, he gave the nod to the timer and let her go. He hit the first corner fast, and came out faster. Damn, it's the same as last year, he thought; if I don't do my best, I just don't want to do it at all. Better keep my mind off it, almost lost her on that corner. There's the home straight. Flat on the tank now, wide open, checker



flag flashing past. What was my time? He was pleased, if a little discouraged, to learn he had turned it in 1 minute 40 seconds, putting him in the second heat with some real fast company.

Ten bikes to a heat, five heats of 10 laps. The first three men in each heat getting a By into the final. He cursed himself now for going all out in the time trial. Most of the others, he supposed, had been holding back to get in with a slower heat. Well it was done now and in a way he wasn't sorry.

They were calling out the rides for the first heat now. As the riders grouped down at the starting line he could not help feeling a little envious. There was nothing shabby about those ten new powerful bikes, riders dressed in the best riding rigs, old hands at this game of racing.

The flag came down, and they were off in a roar of power, over the 1 ½ miles of twists, hills, and turns.

Knowing it was his turn next to try his luck, he climbed on his bike and rode slowly over towards the starting line, The first heat ended in victory for one of the out-of-town riders on a fast single.

As they lined up the second heat, he had a sudden urge to urinate. His stomach turned over and he felt scared clean through. Race nerves. Wonder if the others feel the same way.



The starter lined them up, checked to see their bikes were all running and walked slowly away, only to whirl and drop the flag. Motor screaming, he dumped the clutch and felt the back wheel fight for traction. The fear was gone now as he hurled himself towards the first corner with inches separating him from the man on his right. In the corner with "old Triple X" in a full slide, round and out onto a short straight. The field was beginning to thin. Holding sixth spot and feeling a bit more settled he began to pour it on, Sneaking through an "S" bend, he saw one of the big



twins slide off the track and into the rough. One down and four to go. He followed a red single into the next bend, waited as he slid wide and powered through on the inside.

The laps were a blur now, must be only a few more left. As he flashed by the starter on the home stretch he was surprised to see the last lap flag. The Old Bike roared as he got down to it, a third spot was necessary if he was to ride in the final. Ride as he would, however, he could not overtake the twin ahead of him.

The checkered flag came down and he coasted to a stop. He pushed his goggles up and parked his bike. Guess I was just out of my league in that one, he thought. He was amazed to hear the P.A. calling his name. One of the leaders had blown a piston and pulled into his pit, giving him and "Old Triple X" a third spot, and a chance at the 25 lap final.

There would just be time before the final to check over his Bike and get a bit of rest. Even the ten lap heat had left his arms and wrists tired. What he wouldn't give for the new Telodraulic Forks and a Spring Frame that most of the other riders took for granted. Fourteen of the best and fastest and me and "Old Triple X" he grinned. We sure got the breaks to land in the final Old Girl.

The starter brought the flag down. There was a deafening roar as the fourteen powerful Motors screamed wide open in first gear. He cursed himself for stalling, and fumbled to find neutral. The pack was well into the first corner before he slammed open the throttle and raced in pursuit. He was riding way over his head, every corner should have been his last, but somehow he stayed on top. His arms ached, his hands inside their gloves were cramped and weak. Bikes were passed and passed his. He'd no idea what lap it was or of his position in the Race. One thing was clear though, he'd have to slow up or he'd fall off. The last few corners only dumb luck had kept him in the saddle, the straight-aways afforded little rest, if you could call it that, just time to ease his hand before the next corner.

It seemed he'd been riding for hours – the dust, strain and sweat slowly taking their toll. The flag with the words "last lap" was one of the most beautiful things he had ever seen as he shot by the home stretch once more around, all out this lap to keep his lead on the man behind. He crossed the finish line flat on the tank, wide open, slewed around the first bend and put on one more lap for good measure. The crowd was surging forward to encircle the winner. "Old Triple X" rolled to a stop. God, but he was tired! He leaned the bike up against someone's car and heaved himself stiffly from the saddle.

Face covered in dirt, weary in every bone, he walked over to see who the winner had been. He caught a glimpse of one of his Club members. The crowd was too thick to allow him to go over and congratulate him on a race well won.

At the counter's table, they told him he had placed fifth, just out of the money. The day was drawing to a close and with no headlight on "Old Triple X" he had better start for home.

His Mother greeted him in the driveway and with a look of relief, chased him in the house for a shower and light supper.

Back in the shed, he started to get "Old Triple X" ready to carry him to work the following day. "Why do I race?" he thought. Old bike, not too much skill and always out of the money. Stiff now, but just wait until tomorrow.

The bike was at last finished, fenders, mufflers and all. He lit a cigarette, looked down at "Old Triple X" remembering the rush of the air against his face, the feeling of power as he had broadsided through the corners, the noise, dust and thrill of the track,

Why do I race? Well it takes one man to win, but it takes others to make the race, and the race is the thing.

Yawning, he snapped off the light and headed for the house and bed.

## Tiny Robins

Dad wrote this, no doubt autobiographical, story in the late 50s I think. His plan was to submit it to a magazine, but I don't know if he ever did. It certainly was never published. The description of the track sounds like the old TT track at Sturgeon Creek, on the grounds of what is now the Grace Hospital. I remember riders stripping their bikes once they got to the track, and putting lights, etc. back on for their ride home.

Della Beatie

# Hey do you know... What does the word Hayabusa mean

# Christmas at the Pony

The AMCM knows how to have a good time. 57 members, spouses and guests attended our annual Christmas get together at the Pony Corral on Grant. The weather was cold but roads and spirits were good. This is the fourth time I have attended the event and everytime I enjoyed the occasion. It is good to see all the members, and it was nice to visit. While no one brought a machine, we all brought stories and plans for next spring.

Here are some pictures.



I wish everyone a Merry Christmas and all the best in the New Year. Have a great 2017





With sadness I have to say that riding season is officially over for 2016.

And with that note I would like to remember members past.

AS THE SUN GOES DOWN IN THE EVENING,  
WE WILL REMEMBER THEM- - -



# **Antique Motorcycle Club of Manitoba**

**October 25, 2016 – MINUTES**

**7:30 pm, Harley-Davidson of Winnipeg**

## **1) President's Report – meeting called to order at 7:30 pm**

- a) 11 bikes – 56 attendees! Guests – Paulo – 2009 Ducati Monster – '89 Ducati, 1980 Suzuki, 1964-67 Ducati Scrambler; George – '74 RS100, '49 Indian Arrow; Fernando – looking for a vintage bike...welcome!
- b) Mystery parts provided by Rick (Ducati 250 single oil line), and Joe (tool to hold fly wheel in place for a 6 or 12volt Beetle)
- c) 2017 AMCM MEMBERSHIPS ARE DUE! Same FAB price of \$25 per year gets you the quarterly newsletter, voting rights at meetings and for election of Executive, and just bragging rights to be part of such an awesome group! ☺ Please note that failure to renew means no further emails (including the newsletter) and removal from the AMCM Roster.
- d) October 5 – Manitoba Institute of Trades and Technology (MITT) held a donor recognition event for the Joe Sawtus and Canadian Motorcycle Bursary Fund. There is a picture in the newsletter with Joe in attendance and a cheque from donations for \$14,687.14 toward the fund!
- e) Left-over bottles of white wine from the Tiddler Run are here and for sale at \$10.

## **2) Vice-President Report – John is on vacation**

## **3) Secretary's Report – Kim Robinson:**

- a) We've reached out to Terence regarding costs for MMC patches, both small and large, and also for long sleeve cotton shirts, hoodies, freezer jackets, Gatsby caps, t-shirts, short sleeve mechanic shirt, old style "car badge", how about grey colour, and bandanas with the AMCM logo on them. Anything else of interest? We will provide costs once we know them.

## **4) Treasurer's report – Sarah:**

- a) \$10,491.47 in the bank – a few outstanding checks for \$600
- b) 131 members!

## **5) Newsletter update - Raymond:**

- a) Latest newsletter is out – and it's great
- b) Please send stories to Rainman!

## **6) WebMaster report – Greg Hygaard:**

- a) New videos - Rally pics are all in there; many of the Rusted Restorations
- b) Video of Keith Blais – very cool "Save the Rust Museum" video – check it out

## **7) Librarian and Regalia Report: Mike the Book:**

- a) have some AMCM items for sale, including some left-over shirts from the Rally for sale at \$15 each. 50/50 is on!
- b) We're needing another cabinet – first step is that we need to check if there is space with HD-Winnipeg, and if so, we would spend no more than \$500 on one. Suggestions came that we could likely get something decent on auction. Noted was that we want something that looks decent and as close a match to the existing one would be great.
- c) There is a lot of magazines and such that perhaps we should think about giving some to the membership?

**8) 2017 Rally Update - Clarence:**

- a) June 23-25<sup>th</sup> in Carman – BE THERE!!!
- b) Hall and park is booked
- c) Clarence advised that the event will be in the Carman tourist guide
- d) We'll make sure to get on the CVMG calendar as well

**9) Restoration for the MMC trophies and stuff – Jim Harrison**

- a) No further action at this time

**10) Christmas Party at the Pony Corral Grant Park – December 6<sup>th</sup>** – cocktails at 5:30, dinner at 6pm, attendees order from the menu

**11) Cyclerama March 24-26, 2017** – do we want to have an AMCM booth? We can look into that to see what it is involved in getting booth space, room for a couple of bikes, and whether volunteers to man the booth would get passes? Stay tuned for an update ☺

**12) Dan – Wednesday, November 16<sup>th</sup> for the Tech Night** – he has a few ideas up his sleeve...and also a retirement celebration for Dan! He will have the Tech Night events once a month over the winter. He can fit 35-40 people into the garage. More info to come!

**13) BSA side-valve single M20-M21** – any year, we have someone looking for one – any ideas? Get in touch with Barry Seib!

**14) For Sale: a Frances Barnett Merlin** –“on the bench”. Contact Greg Hygaard

**15) For sale: '80 Honda XL 100**, taking offers – contact Joe and Sarah

**16) V65 Guzzi for sale '84** used to be Carla's bike – contact Nish

**17) Rusted Restoration:** Rick Poirier and fun with Kim's 1965 Triumph Tiger

**18) Reminder:** Club elections are held at November 29th meeting. Mike the Book will take 2017 his last year after a pile of years of service...so we'll be looking for someone to step into this role for 2018. We always welcome others to put their name in the hat for any position! Give it some thought, chat with the executive and your friends and let us know if you are interested!

**19) Upcoming Events:**

- a) **November 29 – AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road. Rusted Restoration with Travis Thomas '74 Suzuki T500. Elections night – consider being a part of the Executive!
- b) **December 6** – Holiday party at Pony Corral – Grant Park location, cocktails @ 5:30 – dinner @ 6:00pm
- c) **January** – no meeting, however, a “Movie Night” date and location expected to be announced!
- d) **February 28, 2017 – AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.
- e) **March 24-26, 2017: CycleRama World of Wheels** – Convention Centre

Meeting adjourned at 8:15 pm

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



## **Antique Motorcycle Club of Manitoba November 29, 2016 – MINUTES 7:30 pm, Harley-Davidson of Winnipeg**

### **20) President's Report – meeting called to order at xx pm**

- a) 57 attendees! Guests – Gord with a '74 FLH, Della with a '67 DKW – both became members!
- b) Mystery parts provided by Travis Thomas who presented the Rusted Restoration: oil line cover, and oil pump/tach drive
- c) 2017 AMCM MEMBERSHIPS ARE DUE! Same FAB price of \$25 per year gets you the quarterly newsletter, voting rights at meetings and for election of Executive, and just bragging rights to be part of such an awesome group! ☺ Please note that failure to renew means no further emails (including the newsletter) and removal from the AMCM Roster ☹

### **21) Vice-President Report – John:**

- a) n/a

### **22) Secretary's Report – Kim Robinson:** We have received the list of regalia items and made the following motions that were carried:

- a) Bandanas – 100 minimum @ \$10 – delay ordering for now and revisit requirements in the spring
- b) Patches - 12 of each size to be ordered now
- c) Bike badge – 25 to be ordered now
- d) Individuals can advise of clothing items to be ordered where we can order 1 item in any size and any colour. An order will be placed on December 7<sup>th</sup> and should have items available by Xmas.

### **23) Treasurer's report – Sarah:**

- a) \$10,121 in the bank
- b) 131 members before start of the meeting

### **24) Newsletter update - Raymond:**

- a) Working on the next newsletter – Dec 15<sup>th</sup> issue - and letting his name stand for newsletter next year
- b) Please send stories to Rainman!

### **25) WebMaster report – Greg Hygaard:**

- a) Nothing new to report

### **26) Librarian and Regalia Report: Mike the Book:**

- a) have some AMCM items for sale, including some left-over shirts from the Rally for sale at \$15 each. 50/50 is on!
- b) Couple of posters donated to the club – you are welcome to them!
- c) Dave Gray has advised that there is not the room for an additional cabinet for AMCM stuff, so we will sort out the items and make some available for the March Auction night and also have some for the silent auction table at the 2017 Rally.

### **27) 2017 Rally Update - Clarence:**

- a) June 23-25<sup>th</sup> in Carman – BE THERE!!!
- b) We will likely add a ride on the Friday early evening
- c) We will book the whole campsite for AMCM Rally-goers only
- d) Thinking of placing some signs for the parade and for the show n shine on the boulevards in Carman
- e) Will have a “guest pricing” for the Saturday supper
- f) Will look for sponsors for the rally for items such as the shirts (advert on sleeve). We should look at the Co-op in Carman in addition to The Marion, Wildwood Motorsports, etc.

### **28) Christmas Party at the Pony Corral Grant Park – December 6<sup>th</sup> – cocktails at 5:30, dinner at 6pm, attendees order from the menu. *51 indicated for attendance from the meeting!***

## **29) Cyclorama March 24-26, 2017 - update:**

- a) Setting up the booth at World of Wheels/Cyclorama is NO CHARGE for the club – there is likely room for only one, maybe two bikes with the 10 x 10 canopy. Rainman reached out and it seems that we may be able to bring in more bikes beside our canopy – we will circle back with the show organizer.
- b) Each Bike would need to register for the show...@ \$52.50 each to be judged in the show competition. Each bike entry receives 2 weekend passes to the show.
- c) Extra passes for your individual club members...these will be available to purchase on move in day only (Thursday the 23rd). Weekend passes are \$25.00...day passes are \$10.00. AMCM pays for the registration of the two bikes at the booth.

### **d) PROPOSAL:**

- i) Motion made and carried to sponsor 2 x bikes this year for having the bikes with the canopy: Keith Blais will bring the unrestored Joe Sawtus racer and perhaps Dave Bjornson's Indian (Siggy will ask the family about this).
- ii) AMCM pays for the passes for those who are working the booth, and expect a minimum of 6 hours worked. Two people to run the booth at any given time. We will set up a rota for volunteers and can "share" passes.
- iii) Looks like we will have 3 other bikes from members in the show as well! Give this some thought folks...would be awesome to have a larger display! ☺

**30) Dan – Wednesday, November 16<sup>th</sup> Tech Night update** – had a great turnout of 30 peeps – all quality members! The topic was more of a discussion of choosing a project for restoration. Dan would like to have Tech Nights over January – April, and John Thompson has offered a February tech night at his place. There has been an idea of a "tool share program"...there seems to be some interest in this, and perhaps it would start with a registry of "who has what", and it would be a volunteer opt-in forum.

- a) Idea for the registry – can we have this on the private area of the website?

## **31) CLUB ELECTIONS:**

- a) Jim Toews is stepping down from taking care of the club Roster. Thank-you Jim for your work this past year!
  - i) Mark Baribeau has volunteered to take on the role for the roster
  - ii) Motioned and carried to post the bikes that members have in the 2017 roster. Members can request their bike details not be posted if they wish!
- b) Rick, John, Sarah, Kim, Greg, Rainman are standing for another year. This is Mike the Book's last year as Librarian and holder of the Regalia. THANKS!

**32) MAAC Registration** – motioned and carried that we do not place our information in MAAC – given cost of approximately \$400 annually.

**33) CMMG** – renew our membership and ensure we get our list of events to them – motioned and carried

**34) Rusted Restoration:** Travis Thomas '74 Suzuki T500 – have a look at his great presentation on amcm.ca

## **35) ANY NEW BUSINESS?:**

- a) June 3<sup>rd</sup> – Perimeteritis! – Mark your calendars ☺
- b) Ray Houde has donated a number of MMC "non-fire-exposed" clothing that we will save for the auction night. Ray also brought some 8mm films of MMC hill climbs, rallies, TT – Keith will review and we'll convert to DVD for those interested – more info to come on those.

## **36) Upcoming Events:**

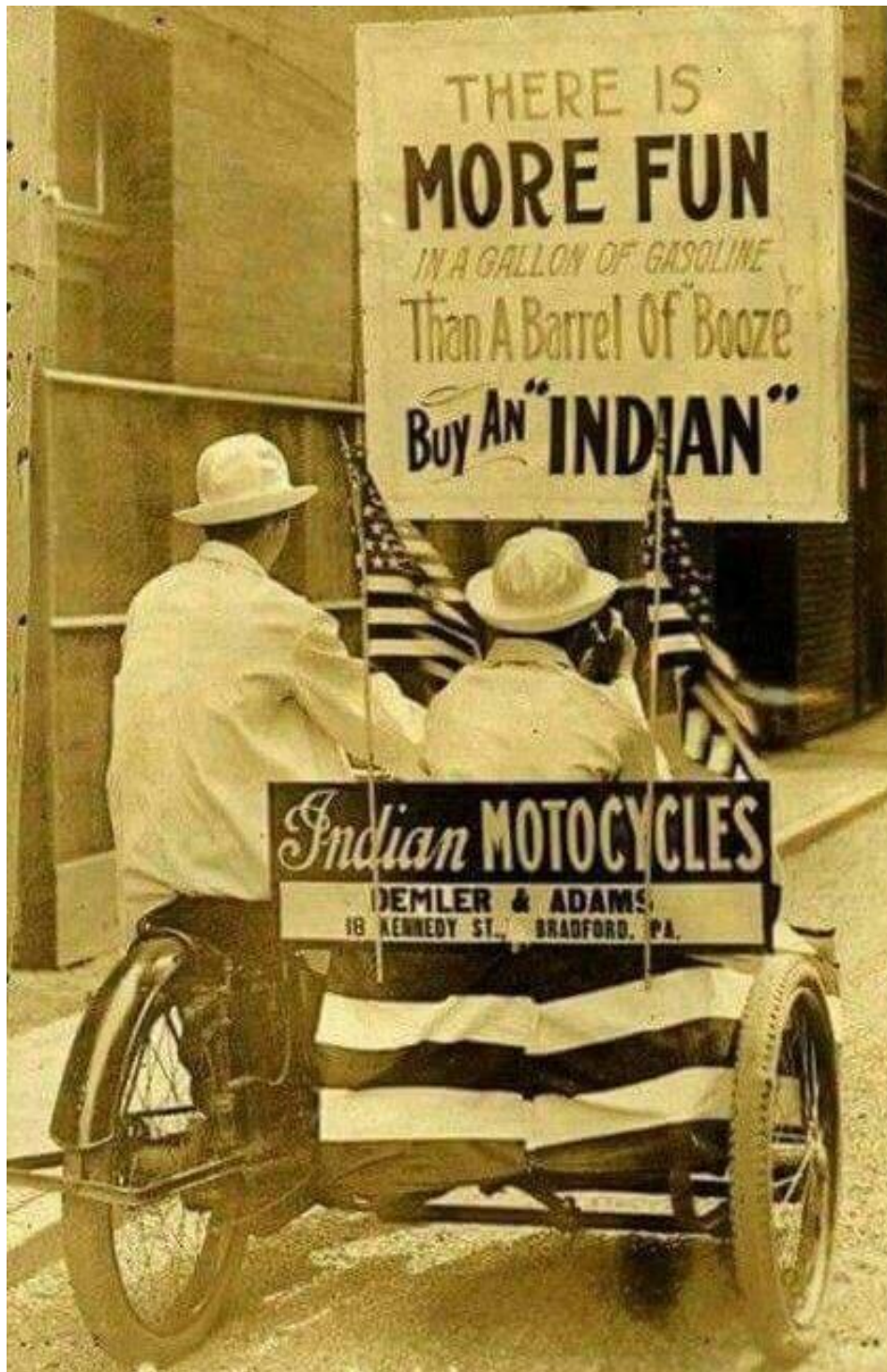
- a) **December 6** – Holiday party at Pony Corral – Grant Park location, cocktails @ 5:30 – dinner @ 6:00pm

- b) **January** – no meeting, however, a “Movie Night” January 31<sup>st</sup> starting at 5pm at Keith Blais’ place – THANKS KEITH!
- c) **February 28, 2017 – AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.
- d) **March 24-26, 2017: CycleRama World of Wheels** – Convention Centre
- e) **March 28, 2017 – AMCM Meeting and AUCTION NIGHT** – Ross will be the auctioneer!

Meeting adjourned at 8:55 pm

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

## More Blast from the Past





## \* 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 buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979

**FOR SALE:** customized 1967 C77. Rebuilt engine, custom paint, mini 'ape-hangers', custom solo seat, carrier, antique saddlebags. New regulator/rectifier, electronic ignition, new battery, new brake shoes. Details of the restoration at

<http://www.diannebest.com/Projects/Honda%20Dream/CA77%20Dream.html>

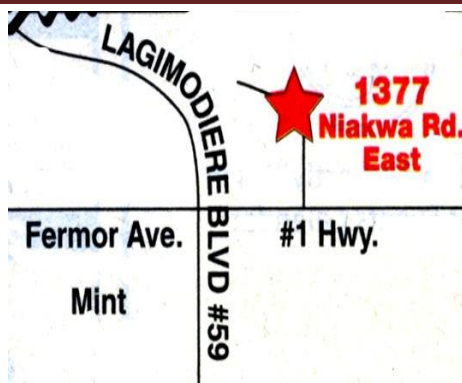
Comes with a second engine, a frame, forks and all the original parts (except seat and mufflers). Asking \$2,500 (OBO) for the whole package. **Contact winnonad@yahoo.com**



**FOR SALE:** 1962 Honda 50, unrestored. Asking \$1,200 (OBO). **Contact winnonad@yahoo.com**



For sale 1996 BMW Contact Garth [204-635-2251](tel:204-635-2251), evenings till 9:30



**Meetings at 7:30 p.m. LAST Tuesday of the month at:**  
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**Dec 24/16** Christmas Eve

**Dec 25/16** Santa comes to town

**Jan 1/17** Happy New Year

**January 31** – no meeting, however, a “Movie Night” starting at 5pm at Keith Blais’ “Save the Rust Museum”

**February 28, 2017** – **AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.

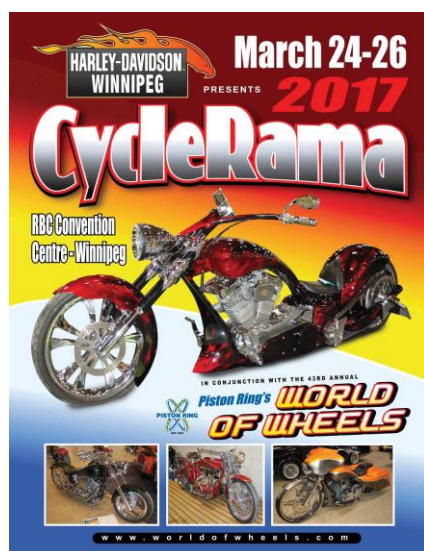
March 10, 2017 to March 19, 2017

76th Anniversary of Bike Week 2017 ---- Daytona Beach Florida

**March 24-26 /2017**

CycleRama at the

World of Wheels



**March 28, 2017** – **AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.  
Please Note this is the Annual Auction meeting.

**April 25, 2017** – **AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.

**May 30, 2017** – **AMCM Meeting**, 7:30pm HD Winnipeg, Niakwa Road.

June 3, 2017 - Perimeteritis Ride to Chas' in Morden



**June 23-25, 2017 Bison Classic Motorcycle Rally**

**17th annual**

# **Bison Classic Motorcycle Rally**

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**More Info**  
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