

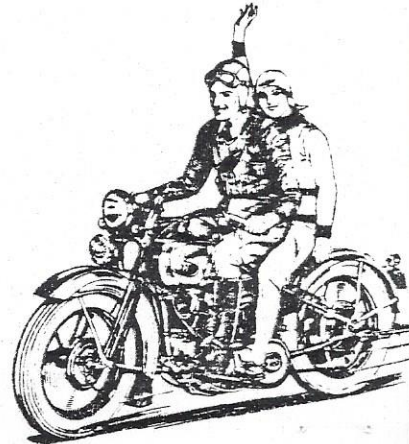


P.O. BOX 1074
WINNIPEG, MANITOBA
R3C 2X4



TO: Ross Metcalfe
415 Montrose St.
Winnipeg, Manitoba
R3M 3M2

PRINTED MATTER



A non-profit organization.

Officers 1979

President- Jim Harrison 837-9093
Secretary-Treasurer- Pat Choquette 1-482-5001
Librarian- John Choquette 1-482-5001
Publicity Manager- Graeme Smith 772-5240

Mailing Address

Antique Motorcycle Club of Manitoba
P. O. Box 1074
Winnipeg General Post Office
Winnipeg, Manitoba R3C 2X4

Next Meeting

Our next meeting will be held on December 17th, at the Rothman's Centre Board Room, 816 St. James Street, at 7:30 p.m.

Enclosed you will find the dates for our 1980 meetings, so mark them on your calendars:

| | |
|---------------|----------------|
| January 21st | August 18th |
| February 18th | September 15th |
| March 17th | October 27th |
| April 21st | November 17th |
| May 20th | December 15th |
| June 16th | |
| July 21st | |

New Members

Rod F. Orchard
346 Roseberry Street
Winnipeg, Manitoba
R3J 1T5

| | | | |
|---------------|--------|--------|----------------|
| 54 Ariel Colt | 200 CC | 1 Cyl. | Being Restored |
| 56 Ariel NE | 350 CC | 1 Cyl. | Being Restored |

A big A.M.C.M. welcome to our new member.

Membership Dues

Membership dues for 1980 are \$10.00 and the deadline is February 18th. If you cannot attend the meeting, you may mail a cheque or money order, payable to The Antique Motorcycle Club of Manitoba and send it to the above mailing address.

There will be one more newsletter mailed out after this one, so get your dues in.

Enclosed you will find our club roster forms. Each member should fill out the roster form. Any member wishing to list his/her motorcycle should do so on his/her roster sheet. This way we will have the club roster ready before Spring.

Report of Last Month's Meeting

Last month's meeting was held at the Rothman's Centre with a house full of members. Sorry to say again that our guest speaker, Ken from Ken's Custom Paint and Cycle, didn't show up again. Hopefully, we will have someone else in the future to give a talk about the art of painting. A report was given by our treasurer, that we decided to keep our funds in the

Fort Garry Trust Company. We also had a general report from our Librarian and our Newsletter Editor.

At the December election, we will be holding our annual elections. Ross Metcalfe is looking for nominees for the various positions in our executive. So far we have the following nominations:

| | |
|---------------------|-----------------------------|
| President | Jim Harrison Jim Simmons |
| Secretary | Pat Choquette |
| Treasurer | Siggi Klann |
| Librarian | John Choquette |
| Editor | Robert Hatton |
| Publicity Manager | Graeme Smith |
| Activities Chairman | Ray Houde |

If you would like to be on the executive, please let Ross know. Just phone him at 284-3717.

The rest of the activities were swapping stories, looking through old bike magazines, helping other members with parts. Ross showed us a 16 mm film "Bate's Car: Sweet As A Nut" which was enjoyed by all. That's all for last month's meeting.

Use of Manitoba Antique License Plates -Bert Bentley

As you are all aware, the use of the new Manitoba Antique license plates has, up to now, been rather difficult due to the requirements for the authority to use them, from the Motor Vehicle Branch.

It is agreed that the Antique Motorcycle Club of Manitoba members would be authorized to drive their motorcycles carrying the Antique plates to and from all activities as listed, from time to time, in the newsletter, "Rust 'n Pieces". These include the regular monthly club meetings, Executive meetings, and all Club approved tours, runs, parades, etc. This also includes our Annual Spring Run, Corn Roast Run etc, plus the normal authority to drive the motorcycle to and from motorcycle shops, garages, and service stations for fuel and repairs.

I am very pleased with this new understanding and no doubt we will now see more of the Antique Plates on our Club Motorcycles.

Please do not abuse this new privilege now extended to us and I am sure our care and consideration in the use of the plates will work to our advantage.

Library News

The first thing again is a big Thank You to all those who donated books to the library. A Ducati 50 HC Motorcycles Workshop manual 64-66 and a Norton Maintenance Manual and Instruction Book for models No. 50, ES2, 88, 99, 650, Sports Special, 750 Atlas, and 750 Scrambler, approx. 65-67 were donated by Reg Overly from Warren, Manitoba. A reprint of Classic Bike No. 1 of March 78 was donated by Siggi Klann. Brian Nazarko presented the library with the October 79 copy of Easy Riders. Ed Pouch has donated an Illustrated Spare Parts and an Ariel Owners Guide for 52 and 53 Model K.H. Red Hunter 500 CC OHV twin cylinder motorcycles. Thanks again for all the donations.

Classic Bike No. 7 for Autumn 79 has arrived and so has our copy of the Norton Story.

The Triumph Story is on back order and will hopefully be in soon.

Our subscription to Classic Bike has been renewed for another year.

That's about all that has happened recently. See you at the next meeting.

John

The following is a story from that land of ghosts and legends, Britain. With Christmas fast approaching, what better time to tell this tale; so, put on your 'jammies', make a hot chocolate (or whatever), and snuggle up by the fire.

CHRISTMAS 1948 by D. Powell

(Originally printed in 'Cheval de Fer', the magazine of the Ariel Owners Club)

It was my own fault. I was supposed to have taken the presents many days before, and now it was Christmas Eve and I didn't want the children to go disappointed. The children I refer to are my old friends who lived some thirty miles away to the east on the Somerset side of Exmoor in the village of Luckwell.

It was six o'clock in the evening when I kicked my faithful 1937 VB into life; and, with the presents safely tucked into a haversack, I rode out from Braughton, up over the vast open downs, and soon was at Blackmoor Gate on the edge of the moor. The night was very cold and starkly bright with the light of the full moon. Every tree and hedgerow was encased in rimy frost, and treacherous patches of ice forced me to ride slowly and with great respect for the surfaces. My fingers were becoming numb with cold and my forehead was aching at the gap between my leather helmet and goggles; but I pressed on, wondering if I had made the right decision to do the trip, on such roads, with such a hard frost.

Passing through Challacombe, then Simonsath, and on to Exford, I soon found myself in the small Luckwell village. In minutes I was in front of a roaring log fire, drinking good old port wine and beer; thrust not ungratefully upon me, by my friends.

It was now eight o'clock and the children had been put to bed. We talked motorcycles much to the amusement of my friend's wife, who thought we should be discussing Christmas. At last a look at the clock showed I had been there over two hours; so, with hasty farewells and seasons greetings, I -a trifle unsteadily- pushed the Ariel off its stand, and spun the sidevalve engine to life.

As I engaged the gear to move off, my friend shouted for me to wait. He wanted me to drop off a parcel at another house. It meant a diversionary way back across the moor. Being suitably lubricated, I hastily agreed; and, was soon wending my way across the moor, following a track on the west side of Dunkery Beacon.

By now the moon was covered by cloud. A wind more chilling than the frost had sprung up causing great frosted particles to sweep across before me, reducing my vision, and adding to the hazards of the track. Then it happened- I was suddenly aware of an uncontrolled rush down a gradient. Visibility was nil, I instinctively braked. The VB snaked and twisted, slamming to the ground. My Ariel and I slid through eternity itself. Finally, we were still. I stood; the headlamp beam pointed skyward. I was getting braced to lift the bike; suddenly I felt my neck hairs stand on end. I had not noticed the stranger approach, but he was there.

"Can I help you, are you all right?" he asked.

I heaved the Ariel upright. Aside from a slightly bent footrest, the bike was unscathed. My new-found friend asked what had happened.

I explained that the track was unfamiliar to me; and with ice as well, I must have been going too fast.

"The gearbox never seized then?" he asked, making me wheel the machine backwards and forwards, and kick the engine over to prove otherwise. This gave me a chance to study this good samaritan of the road. A rather tattered peaked cap was pulled tightly on his head, he was just under six feet tall, a full length motorcycle coat concealing his precise build. The portion of the man's face not in shadow was extremely pale, even for winter. His expression was awfully grave. Scars on his gauntlets and wellington boots gave evidence of at least one very brutal fall.

I was feeling shaken but relieved at not being hurt. My bike required some effort to start and I did not notice the stranger depart. I had assumed his bike must be close at hand.

I complete my errand with the parcel, being rewarded with another fireside round of festive drinks. The man's good lady looked outside and informed me it was now snowing quite hard. After hurried farewells I motored home, the Ariel slogging its way as all good old sidevalves should.

Christmas Day dawned to the jingle of the telephone. My friend from Luckwell wanted to know if I got home all right. I told him of my adventures.

"Strange", my cnum said. "I used to have a good friend who lived near where you went last night, but it couldn't have been him. He was killed on an icy stretch of road when the gearbox on his Ariel seized. It must be ten years ago now."

I edited and rewrote the above story somewhat. I hope it has given pleasure. Sleep tight my children. Things that go bump in the night are imaginary, or are they?

Jim Harrison

Shipping Coals to Newcastle Department

It seems the Indian branch (as in India) of Royal Enfield is alive and selling the same 350 cc four stroke as they took out a license on in the 1950's, Now, a company in Britain has become the sole British agent. The bikes are equipped with Lucas of India electrics. Talk about a strange twist of fate!

Suppose a former member of Royal Enfield U.K. was struck by one of these imported British bikes while crossing the road. Could it be said that he had been struck by a great ir ny?

To all my fellow club members and others reading this club letter, seasons greetings and a happy new year,

Jim Harrison
President

Cluos, Shops and Other Information

Magazine article in Chopper, January 1980, A Restored 1939 Indian Chief

Trading Post

Wanted- Parts or parts bike 62 Allstate Moped; also manuals or any other literature .
For Honda 305 Dream- seat and mufflers and manuals or any other literature
For CZ or Jawa 150 cc twin port single cylinder- rear axle, carburetor, throttle cable and twist grip, clutch and brake levers, and manuals or any other literature
Tank badges and decals- all years, all makes, for my collection.
Contact: John Choquette, R.R.1, East Selkirk, Manitoba, Canada, ROE OMO; phone 482-5001

Other clubs please copy.

ANTIQUE MOTORCYCLE CLUB OF MANITOBA

ROSTER FORM

NAME

ADDRESS

PHONE

A- Restored

B- Being Restored

C- Restorable

D- Original

E- Parts Bike

Motorcycle
Year, Make, Model

Displacement
CC/cu.in.

No. of
Cylinders

Condition

6

