

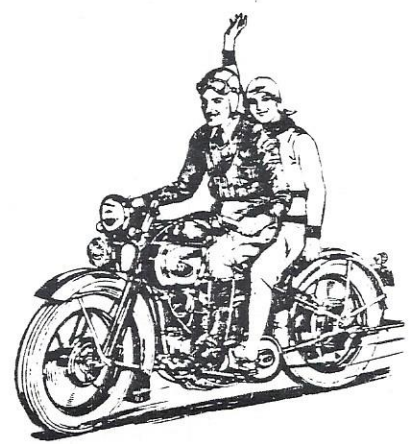


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PRINTED MATTER



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Next Meeting

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

Following are the meeting dates for the remainder of 1979:

August 20th
September 24th
October 22nd
November 19th
December 17th

New Members

Robert Dlouky
353 Horace Street
Winnipeg, Manitoba R2H 0X1

1942 Harley-Davidson	Being Restored
1972 Norton	Custom

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

Coming Events for '79

On September 15th, the second annual Corn Roast Run will be held at John Choquette's farm in East Selkirk.

Vintage Motoreycle Rally Report

by Siggi Klann

On June 22, 23, and 24 I had the honour of attending the 7th Annual Canadian Vintage Motorcycle Group Rally held in Molson's Park, in Barrie, Ontario. I left Winnipeg on the afternoon of June 19th and arrived in Barrie on the afternoon of the 22nd. For four days of riding on the GoldWing, I had rain, wind, and fog- but I made it. I set up my tent at Molson's Park on Friday afternoon and began to look at some of the machines that had already arrived. On Friday evening they showed us movies featuring the 1935 George Formby classic, No Limit, sub-titled Riding in the T T Race. There was also a cash bar in the Barrel House.

All day Saturday the weather was cold- the coldest since 1915, but there were still lots of old machines coming to the meet, despite the weather. There were British machines from Brough Superior to Vincent and also lots of American bikes, from Indian to Harley. There were old, unrestored and unusual bikes driving around the meet. There were vintage trials, field meets to the movies, and the cash bar in the evenings at the Barrel House.

On Sunday the sun was out and the weather was beautiful. The Vintage Motorcycle Group held a 35 mile escorted vintage road run and, later, the concourse judging. There were 124 motorcycles in attendance. A flea market was on both days, but it was small, selling

mostly British parts.

The rally was a great success. During the three days I made quite a few friends and really had a good time. I will certainly attend again in the future. I shall have my Indian ready for their annual rally. I would like to thank the Canadian Vintage Motorcycle Group for showing me a great time and I hope that many of our own club members will attend their rally.

It Happened Here

by Edith Paterson (from the Winnipeg Free Press, Saturday, September 8, 1973)

"Thrills and Spills Liven Motorcycle Run-1911

The first "reliability run" of the Winnipeg Motorcycle Club was described in the Free Press just 62 years ago this week, Sept. 11, 1911. It was a test of both men and machines.

The club had been organized the previous February and this was the first such run ever held in Western Canada.

There were 17 entries and the run was to be to Brandon and back, by way of Portage la Prairie, Gladstone, Neepawa, Minnedosa and Brookdale. Neepawa was the point set for the end of the first day's run.

An average of 15 miles an hour was fixed as the speed at which the full journey was to be covered, and while it seemed slow, it was anticipated that owing to the roads, it would be quite fast enough.

And it was. A heavy rain fell, and if it had not been for the lead car, a Chalmers "30" supplied by the T. Eaton Company (dealer for that make), many of the cyclists would have become hopelessly lost. As in the auto reliability run described recently in this column, the pathfinder car dropped white beans to mark the way.

The run was considered a success, although it had to end at Neepawa on the way back, owing to road conditions. Leaving Winnipeg on the Saturday morning, the contestants headed west and reached Portage well ahead of time. After lunch they went on, as described in this newspaper:

HOW THEY GOT THROUGH

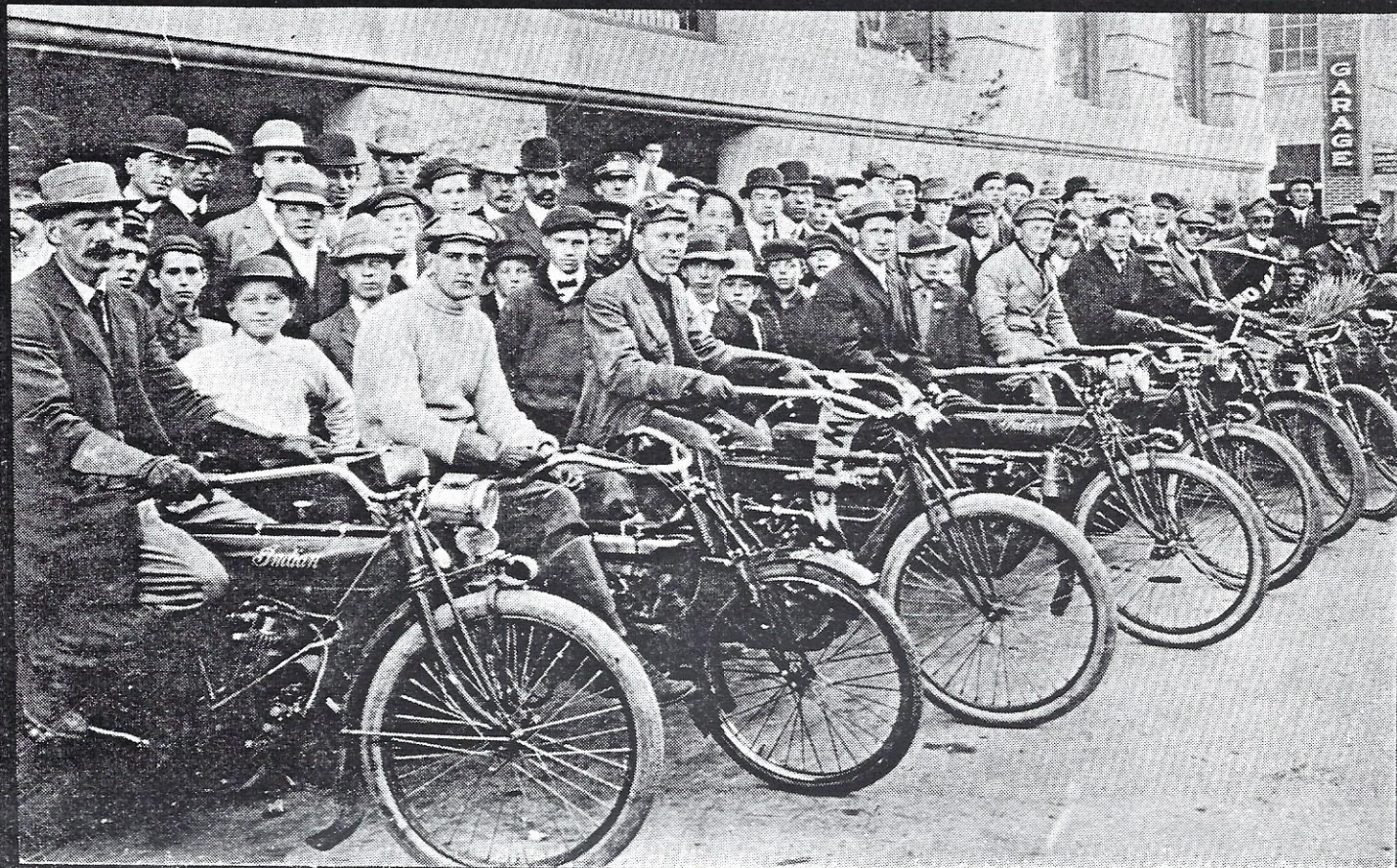
At Westbourne the hotel keeper mapped out a route which avoided a deep mudhole on the main trail. The change in route took the riders along a winding bush trail that provided a good test of reliability for both machines and contestants. Following the beans was the only safe way in which to cover this portion of the run as the twisting and widening of the trail made it difficult to follow... From Gladstone to Neepawa was the hardest test of the whole run, as the trail had been cut in several places by newline fences and it was a case of dodging stumps along the trail cut through the bush...It had a bad effect on the time schedule and several contestants were late at Neepawa.

SECOND DAY'S RUN

Sunday at nine o'clock found everybody in line ready for the run to Brandon. The first 18 miles was over fine roads which came as a pleasant surprise and was made without incident except for a farmer who had no love for motorcycles and attempted to hold up the bunch with a shotgun. He was scared off, however, by the approach of a rider who had the presence of mind to retard the spark so as to cause a series of backfires in the muffler which caused the farmer to think he was the object of some revolver shooting and he took off across the field ducking the bullets which he imagined were flying around him.

The next 27 miles were through bush which made it impossible to keep up to the 15-mile-per-hour average. Three contestants dropped out owing to engine trouble and other difficulties, but the remainder reached Brandon safely. After a two-hour lunch stop they started back to Minnedosa, where they were met outside town by Mayor Sparling J. Butchart with a box of much appreciated cigars.

Rain fell all night and in the morning it was decided to end the run at Neepawa. Six riders stayed over and made the run home on Tuesday, the rest came along by train along with their machines.



MOTORCYCLISTS LINE UP ALONGSIDE OF THE FREE PRESS BUILDING AT PORTAGE AND GARRY FOR THE FIRST "RELIABILITY RUN" OF THE WINNIPEG MOTORCYCLE CLUB ON SEPTEMBER 11, 1911 (photo appeared in Leisure Magazine of the Winnipeg Free Press, October 1976)

It was not until the following week that all the details of the trip came out as described somewhat humourously by this newspaper:

WAYSIDE INCIDENTS

Jack Samson was the first contestant to tempt Dame Fortune by leaving his machine and landing in the adjacent ditch on his right ear and shoulder. But after eating a peach provided by J. D. Ormsby, he was able to resume his journey. Trouble soon overtook him again, this time in the shape of puncture, causing him to fall so far behind that darkness overtook him among the lonely sand hills, making the work of following the beans by means of a cigarette lighter so arduous and so hard on the knees that when he came to a haystack it looked like the Royal Alexandra, and Jack registered there for the night, continuing his journey in the morning with a loss of nearly 1,000 points for time...

Perry and his Flying Merkel adopted a new plan of looking for the beans by standing on their heads in the deep sand to get a close view. Mallabar and his Humber, fitted with side running boards, came through the sand like a motorscoot breasting the waters of the Red, as every time he was threatened with a slip, the running board would touch and straighten him up. Cruickshank and his Indian had many arguments as the machine evinced a strong desire to work through the sand on its side and Gordon got wobbly at the knees picking it up and remounting it after 25 encounters with sand heaps.

Straightening bent forks with a fence post was the diversion engaged in by Lewis and

his Yale after trying to run down a rock...

The Leap for Life was the stunt pulled off by Gilmore and his Triumph when they struck a double-track railway crossing at 30 miles an hour and he passed over "a la aviator".

Then followed a list with names of most of the winners. First was J.M. Moorhouse on his Excelsior, with 989 points out of a possible 1,000. C.G. Cruickshank on his Indian was second; F. Small was third, also riding an Indian; fourth was T.B. Kernahan on a Yale; fifth was D.A. Mallabar on a Humber, and last man in the prize-winning class was W. Pelham on an Indian, with the 941 marks." Copyright 1973

Trading Post

Wanted- Manual for Allstate Moped

Allstate Moped for parts (approx. 1962)

Manual for early fifties 150 cc CZ twin port single

Rear axle, kickstart lever, gearshift lever, carburetor for 150 cc CZ early fifties

Contact John Choquette, R.R. 1 East Selkirk, Manitoba, Canada R0E 0M0. Phone 1-482-5001

Wanted- 42-47 Knuck - Head cases or complete motor and various other Knuck parts

For Sale- 57 Jawa 500 cc 4-stroke, complete motor, frame, oil tank, wheels, etc. etc. or will trade for Knuck parts

Contact A.G. Smith, 222 Brooklyn Street, Winnipeg, Manitoba, R3L 1M2. Phone 888-8802

Short Notices

The club will have these items for sale:

Club Crest \$13.00 each

Club T-shirt \$6.00 each (state your size)

If you are on vacation, write a short story for our publication. If you have stories, technical advice, history, old ads, etc. you may mail it to our editor, Siggie Klann, 1048 Erin Street, Winnipeg, Manitoba R3G 2W9 or bring them to me at our regular meetings.

Don't forget to bring your empty beer and pop bottles to help the club funds.

There will be slide showings of the Vintage Motorcycle Rally in Barrie, Ontario at our next meeting.

I'd also like to thank Bert Bentley for lending us the photo and the article of the Winnipeg First Reliability Run 1911.

