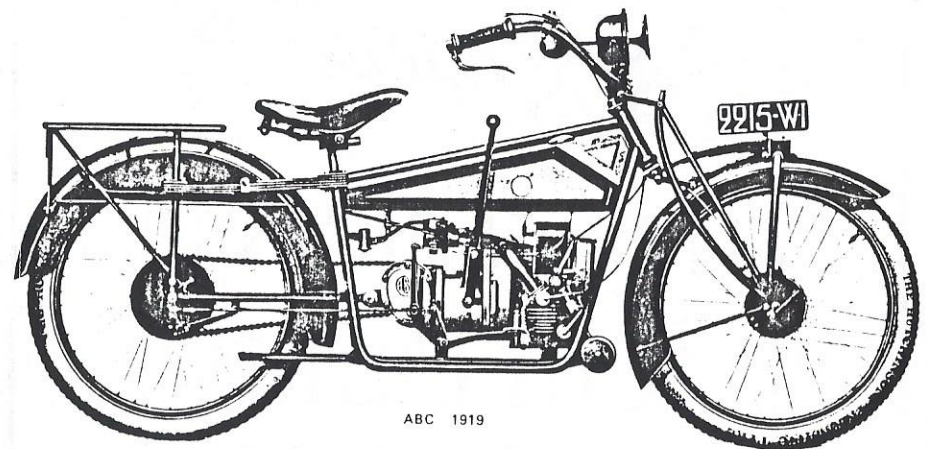


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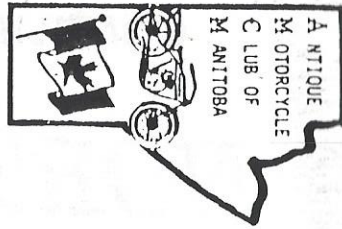


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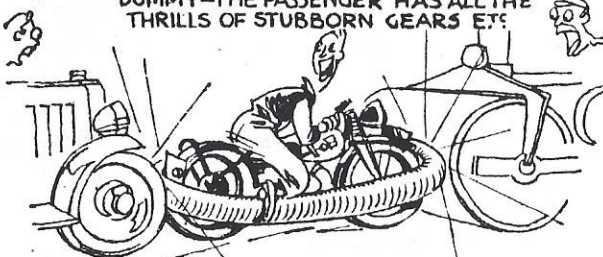


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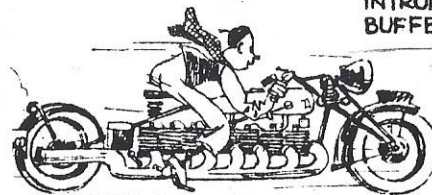
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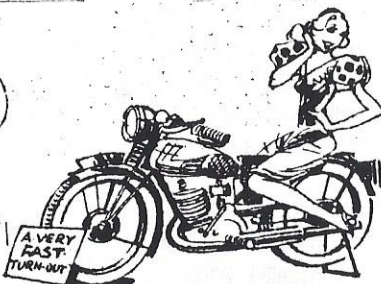
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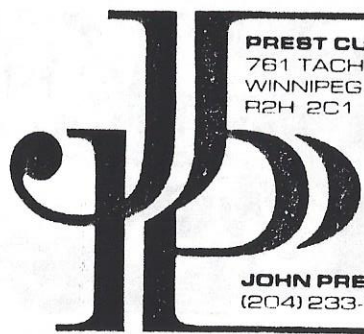
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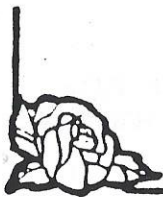
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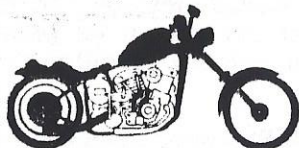
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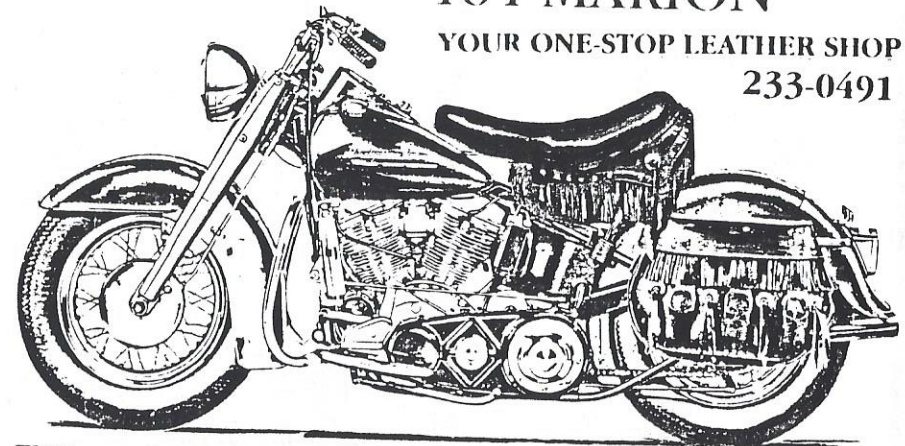
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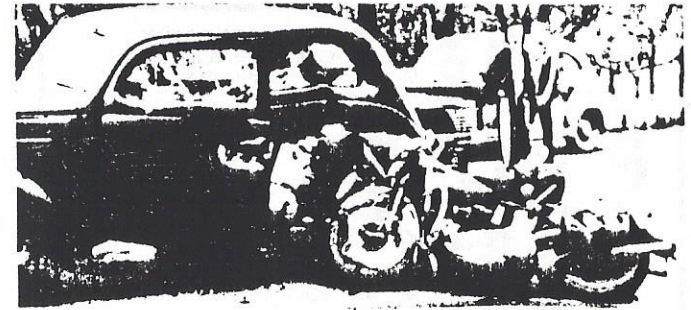
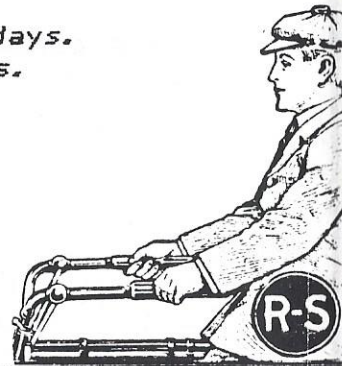
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November ??, 1988
Details at next meeting

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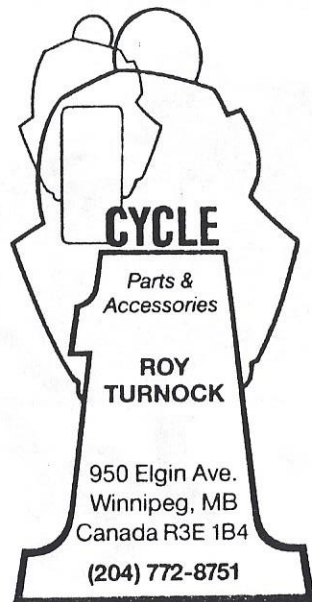


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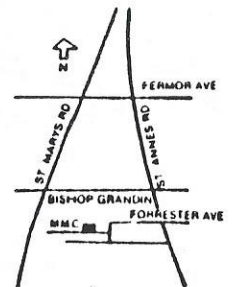
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FROM THE MARITIMES
(continued)

After five minutes of detailed instruction on where to turn off Boomer said "Well that's clear enough," and off we went. We soon grew near to our objective, and Boomer, tiring of our dawdling 76 mph, blasted off, ramrod straight on the Commando and became a rapidly diminishing object on the road ahead. Must know the way, we all thought. With a flawless navigational lead by your's truly, we were soon dismounting in Ed's backyard.. but where was Brian?? Could he have lost his way?

We lounged about the backyard, chatting with Ed and passing time with enjoyable preoccupations such as Brian's antics. After 15 minutes or so, in comes Boomer. "I can't understand it," he says,

missed the turnoff" Tom mumbled something like "The sign was probably to blurred to read" or something like that. Our ever-inventive Brian, not knowing the way (strange, that..) decided to find Ed's address in the telephone book.. probably not to many Campbells... on to plan two.. John Smith... hmmmmmm. Here is where he amazed us all... (given an infinite number of monkeys and an infinite number of typewriters..) he decided to ask a TV dealer where the Campbell who fixes TVs lived. now I ask you.. isn't that clever?

Due to being rather parched. what with the warm weather, we sat out on Ed's front porch, sipped lemonade, shatted, looked at books and basically just watched the world go by. By about four o'clock it had cooled considerably and we were getting a bit itchy. We decided (again after

checking with Tom) that we should head off on the run that very afternoon. Excess baggage unpacked, Velo started, and off we went with Ed in the lead. We dropped by John Smith's place, but alas he was not to be found, perhaps he had been warned. We decided to refuel before leaving town and stopped at the nearest station for gas. But then.. Brian doesn't like this brand.. and the paint on the sign was definitely shabby. No, this would never do. The next 45 minutes were spent locating a garage that would receive the "Brian Tittley seal of approval." We finally found one that just squeaked by.. whew.

From the approved garage, we followed Ed up the TransCanada to our turn-off at hwy 245. We stopped at Arsaig for a break while John, being such a keener, tried his hand at trials riding over some hills and then rode out to end of a wharf to watch some bathing beauties taking a dip in the harbour. Break over, we watched Ed start his Velo and then we were back on the road. This was the life, glorious weather, wonderful scenery, a motorcycle and great companions. Up the coast we went, changing positions from time to time and enjoying the coastline. The steep hill down to Ballantynes Cove safely navigated, we stopped to view the fishing boat and harbour. At the little snack bar, we bought some ice cream and sat at the side of a small brook entering the harbour and discussed the meaning of life. That solved, we were off again towards Antigonish. This stretch of road offers some wonderful views of the coast.

by Randy Maunder
(continued next issue)

A.M.C.M. INC. MINUTES
SEPTEMBER 27, 1988

Activities - not present.

OLD BUSINESS

The microphone for the P.A. System was borrowed by a former member and damaged. It will be fixed or replaced. At the cornroast one was borrowed from Selkirk Radio Shack. It was decided to purchase this one for a spare.

There were 23 members present and one guest, Barry Campbell who is interests involve Ducatis and Laverdas.

Our Honda Rep for the evening was Marcel Verrier.

Siggi reported on Davenport meet. Lots of vendors, some arrived early on Tuesday. There were Hendersons, Excelsiors, Nimbus and many other types of bikes. Prices are going up. Good weather, good friends and a good time.

- EXECUTIVE REPORTS -

Treasurer - Irv can't give a complete report for the corn roast until the rest of the bills are in.

Dave Tissot mentioned another possible site for the Spring Run has been found. The Magill farm in La Salle, Manitoba.

Librarian - Jim has lots of magazines and newsletters. Ross donated some books for future library draws.

The corn roast was a great time with games, terrific food and a fireworks display for those who stayed after dark, as well as some very interesting songs by John Daigle playing an out of tune guitar.

Public Relations - Dave had nothing to report, except he needs a replacement for his position in January.

Dave Bjornson said border-crossing has become a hassle. Each officer has different rules. Chuck will publish the tariff numbers which facilitate crossing with parts.

Editor - The newsletter was out on time. He expects a small profit for year end.

Ed went to the Steam Tractor meet in Rolag, Minn - better than Austin.

Properties - Ray Houde has the usual pins, crests, lots of stuff.

(Continued on next page)

(Continued)

NEW BUSINESS

Chuck thinks we should notify local RCMP when our group is going on one of our runs. Discussion followed.

John Daigle made a motion to notify the RCMP of our runs, seconded by Dave Johnson. Carried.

Dave Bjornson motioned to resume sending our newsletter to the Winnipeg Police as official notification so vintage plate users won't be hassled. Seconded by Ray Houde. Carried.

Chuck reminded us of the Supper Run on October 2, 1988.

The club received notice that a new Classic Motorcycle Calendar is available for \$6.50 each. Tiny suggested we look into ordering a bunch of them to sell.

Ross has a Harley solo sear for sale.

Ed has prices for licence plates.
50 - \$6.25 ea and tax (two colours)
100 - \$3.60 ea and tax (two colours)
and \$.63 extra for a third colour.
There will also be a \$40.00 die charge.

Chuck motioned we order 50 plates. Seconded by John Daigle. Carried. A list was made of people who want them.

Dave Tissot motioned to adjourn at 8:50 p.m. Seconded by Ray Houde. Carried.

Secretary
Joanne Butcher

IMPORTANT NOTICE

— — —NEXT MEETING— — —

MONDAY
NOVEMBER 7TH, 1988
7:30 P.M. SHARP

HONDA CANADA
INKSTER AND KEEWATIN

(OCTOBER 31ST MEETING
RESCHEDULED TO ABOVE)

FROM THE MARITIMES . . .

Rip up on the mini Cabot trail...

Up he lept, blood in his eyes
And to the window he raced,
The sky he scanned.
Could there be a cloud.
To turn the day to waste.

Alas, Alack, the sky was blue,
As he turned towards the door,
No excuse could he find,
To stlay and recline,
Amidst the bottles on the floor.

Yes, it was a fine day indeed as the little group of motorcyclists gathered in the morning sun at Sunnyside. The smiling throng was made up of a few. After a half hour or so of gazing expectantly down the road, we tired and decided to set off. The route was discussed, on various options of varing merit when Tom said he wanted to drop in to see his Father in Admiral Rock. This was about 50 miles out of the way, but would you want to argue Tom? The route having been so democratically chosen, we rode merrily up the old road to Shubenacadie. Boomer led the way here, followed by John, Tom and myself trying vainly to keep up. At Shubenacadie, Tom took over, since he knew the way. There was cloud of exhaust and Tom was off like a shot... he obviously knew the road. The rest of us looked at each other for a moment and then took off in hot pursuit. Every left hander took a bit off the side stand on the Moto Guzzi, soon it

would have to stop grounding. Tom's dad's place is situated well of the road down a gravel lane. The loose surface about hlaf way proved very exciting on the Moto Guzzi, I'll have to watch this bit on the way out, I thought.. Tom chatted with his father (who put his gun away after recognizing us) while John, Brian and myself raided the raspberry patch behind the old house, and admired the view. After half an hour or so we decided to set off again (after checking with Tom to see if it was OK). Just as I hit the loose stuff, Boomer decided to pass, little knowing I was doing my best to hand on and keep the Guzzi pointed down the lane in the general direction of the road. Luckily, just as the Guzzi (equipped with the well known tires) plowed over to the other tire track on the lane (just showing it's agricultural heritage, I guess) Brian, with white knuckles, cleared my path. We all arrived at the road, myself questioning the people responsible for the fine handling's legitimacy.

From here we rode in fine style toward the Maitland, over the Shudenacadie river and down hwy 289. We stopped at Upper Stewiack for the usual Norton exhaust ring tightening session. I shot a few pictures of Brian in action, we chatted, downed some light refreshments. John and I put on some suntan lotion to blot out those deadly rays (I swear I can tell the ozone layer is getting thinner!).

Continued on next page

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4. Fouled spark plug.
5. Spark plug cables in bad condition.
6. Badly oxidized ignition circuit breaker points.
7. Circuit breaker points badly out of adjustment.
8. Wiring connections loose at coil or circuit breaker.
9. Clutch slipping and start not turning engine over.
10. Sticking valves or tappets too tight.

IF ENGINE STARTS BUT RUNS IRREGULARLY OR MISSES.

1. Spark plugs in bad condition or partially fouled.
2. Spark plug cables in bad condition and "leaking".
3. Circuit breaker points out of adjustment or in need of cleaning.
4. Condenser connections loose.
5. Battery nearly discharged.
6. Loose connection, possibly at one of battery terminals.
7. Intermittent short circuit due to damaged wiring insulation.
8. Water or dirt in fuel system and carburetor.
9. Gasoline tank cap vent plugged and tank air bound.
10. Carburetor tampered with and badly out of adjustment.

WE ALMOST DIDN'T MAKE IT

to the 2nd Annual Supper Run put on by ourselves, the Editorial Staff. It could have been a headline or at least a good topic on the grapevine.

Earlier on (the weekend before) we experienced some mechanical problems on the old '45. It coughed and gasped all the way home one cold dark night. It was suspected that some water might have collected in the gas.

Needless to say one puts off looking or fixing such a simple problem til the day of the run, ride or whatever your entertainment be when riding an antique bike.

Well, the run was to meet at the Charleswood Hotel parking lot at noon. Being only a couple blocks away from our house... A piece of cake... Noon comes and the morning trying to get the bike running has just become afternoon. Joanne and Dave went the hotel and no one was there, not even us organizers. They came to check on us... Is the run still on??... Why is your abike all over the garage??.... Time moves on. We sent Dave and Joanne off the meet the group.. "We'll try and get there on time and if we don't show up. You all ago for a ride somewhere, we'll meet you at the restaurant for supper." we instructed.

As they left Dave suggested Chuck change the condensor. So we are lucky we just happen to have a few 6 volt system around with our old trucks and such. A '47 Ford condensor did the tlkruck and it was off the Hotel precisely departure time of 1 p.m. The group, which included 6 classic

bikes and a BMW were patiently waiting.

Off we go. We just left, possibly 1/2 mile down Roblin and Siggi's bike wasn't performing. Over to the road side we go. Seems his bike's condensor decided to quit, too. Luckily Siggi always has a spare part hiding in his saddlebags. Twenty minutes past and we were back on the road through Headingley and onwards to highway 6 to Stonewall. The perimeter gave a few backs a workout nevermind trying to keep your feet on the footboards. With Chuck as road captain and the bike (broke in on the highway to Milwaukee) that seems to remember the highway the travelling speed was around 50 mph. We were a abit of distance apart and enjoying one of the nicest days to ride. The first stop was at highway 67 and number 7 where we had a coffeekbreak. Parker's pipe needed some adjustment. We accumulated a triumph chopper from Stonewallk who's rider was looking for '45 parts. (there's always an old bike hiding somewhere)

Onwarde we went towards and past Oak Hammock. The geese were everywhere and close to the highway. When we got to Lower Fort Garry it was picture taking time. Out came the cameras for some shots with bikes around the fort. The old fort has probably seen many armies and Indians in its day but nothing like the sort parked around this sunny day.

(Continued on page 12)

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FOR MORE INFO



* * * ELECTION TIME * * *

IS JUST AROUND

THE CORNER

NOMINATIONS WILL BE TAKEN

AT THE

NOVEMBER MEETING

POSITIONS THAT ARE TO BE
FILLED FOR THE 1989 YEAR INCLUDE:

PRESIDENT

SECRETARY

TREASURER

PUBLIC RELATIONS REPRESENTATIVE

ACTIVITIES MANAGER

PROPERTIES MANAGER

EDITOR

LIBRARIAN

John Daigle has volunteered his time for
Editor for the '89 season.

Supper Run
(continued)

Northward we went to Selkirk for a gas stop and around to the east side of the Red River. If you were a fish in the Red and had an appetite there were hundreds of boats with fisherman anxiously waiting to turn you into supper.

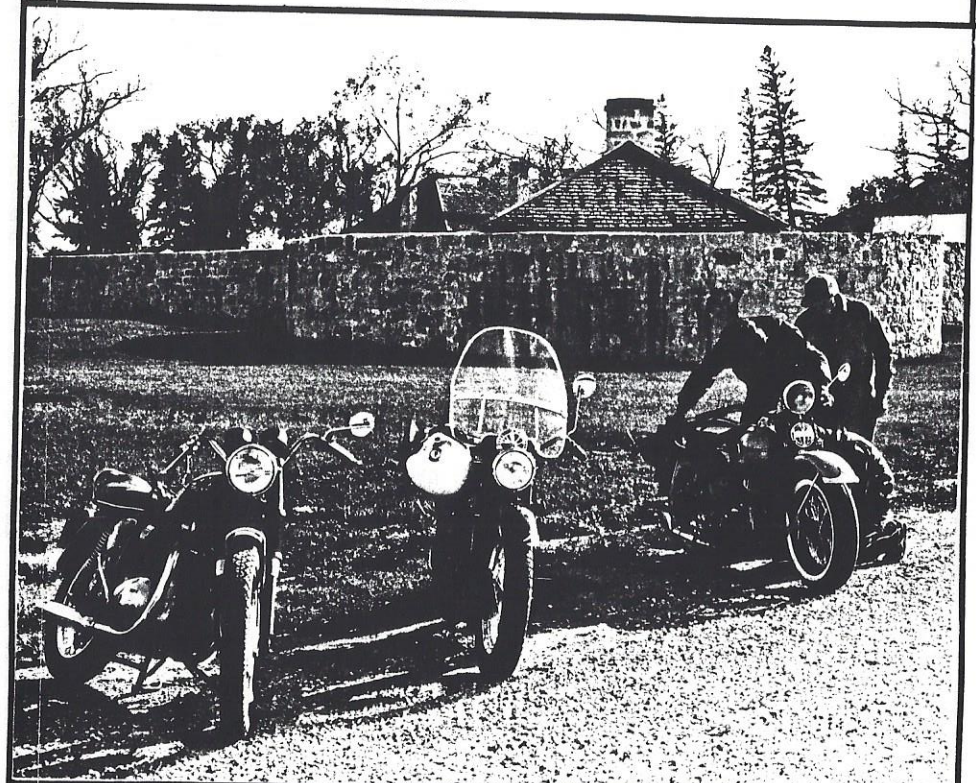
SCREECH.....SLIDE.....
SCREECH.....SLIDE..... the 45's brake work fine. One more screech and Chuck and Sandra almost again didn't make the Supper Run. The Wig Wam has a tendency to draw people around and one those people in there great car decided it was an interesting place to go and turned on us from the oncoming traffic. Quick thinking, no fear and I'm sure glad everyone had a helmet on because some

unladylike words flew out of my mouth and not mention some hand gestures. Luckily we didn't wipe out as I'm sure there would have been a domino effect. Siggie, Irv, John... You really have to watch those warm sunny fall days when riding around.

We made it to the restaurant on time. The food was great. The company even, greater. A lot more relaxing ride than the previous year. Wouldn't have missed it for the world. Its great to go for a ride with friends on our classic machines. See you next year on the ride.

Sandra Murray

Troubleshooting chart this issue. If its not the condensor maybe it's something easier.....



*** * * I M P O R T A N T N O T I C E * * * ***
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*When importing antique motorcycles (including parts) please keep these numbers handy. These tariff numbers and annex codes will speed up the process when crossing the border.*

| Tariff Item | DESCRIPTION                                                                                          | Tariff |
|-------------|------------------------------------------------------------------------------------------------------|--------|
| 87.11       | Motorcycles (including mopeds) and cycles fitted with an auxiliary motor, with or without side-cars. |        |
| 8711.10.00  | not exceeding 50cc.                                                                                  | 12.5%  |
| 8711.20.00  | exceeding 50cc but not exceeding 250cc.                                                              | 12.5%  |
| 8711.30.00  | exceeding 250cc but not exceeding 500cc.                                                             | 8.0%   |
| 8711.40.00  | exceeding 500cc but not exceeding 800cc                                                              | 8.0%   |
| 8711.50.00  | exceeding 800cc                                                                                      | 8.0%   |
| 87.14       | Parts and accessories of heading Nos 87.11<br>- Of motorcycles (including mopeds):                   |        |
| 8714.11.00  | Saddles                                                                                              | 9.5%   |
| 8714.19.00  | Other                                                                                                | 9.5%   |

| Tariff Item | DESCRIPTION                                                                         | Tariff |
|-------------|-------------------------------------------------------------------------------------|--------|
| 8714.91.00  | Frame and forks, and parts thereof                                                  | 10.2%  |
| 8714.92.00  | Wheel rims and spokes                                                               | 10.2%  |
| 8714.93.00  | Hubs, other than coaster braking hubs and hub brakes and free-wheel sprocket-wheels | 10.2%  |
| 8714.94.00  | Brakes, including coaster braking hubs, and hub brakes, and parts thereof           | 10.2%  |
| 8714.95.00  | Saddles                                                                             | 11.3%  |
| 8714.96.00  | Pedals and crank-gear, and parts thereof                                            | 10.2%  |
| 8714.99     | Other                                                                               |        |
| 8714.99.10  | of side-cars                                                                        | 8%     |

THESE ANNEX CODES CANCEL THE DUTY BUT FEDERAL TAX IS STILL PAYABLE  
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| | |
|------|---|
| 2440 | Motor vehicles manufactured more than 25 years prior to the date of accounting, of heading no 87.02, 87.03 87.04 or 87.11 (other than those of subheading no 8703.10 or 8704.10) or of subheading No 8701.20 or 8705.30 |
| 2441 | Articles for use solely or principally with the vehicles of code 2440. |

Taken from the revised Tariff Schedule I and II dated January 1, 1988 and August 31, 1988.