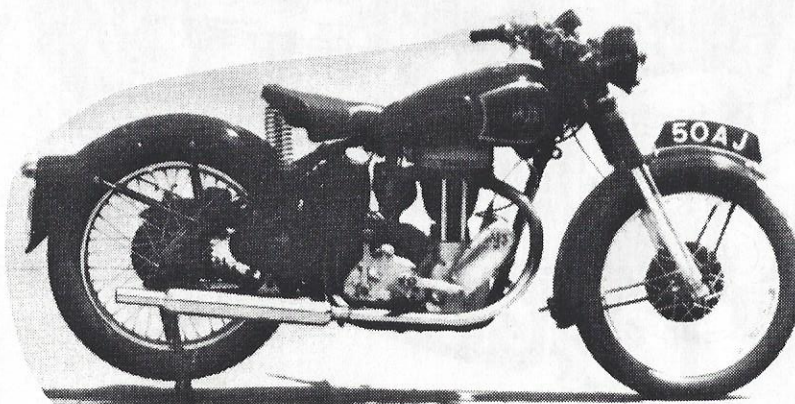


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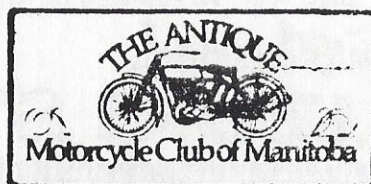


THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

- June -

VOLUME 12

- 1989 -



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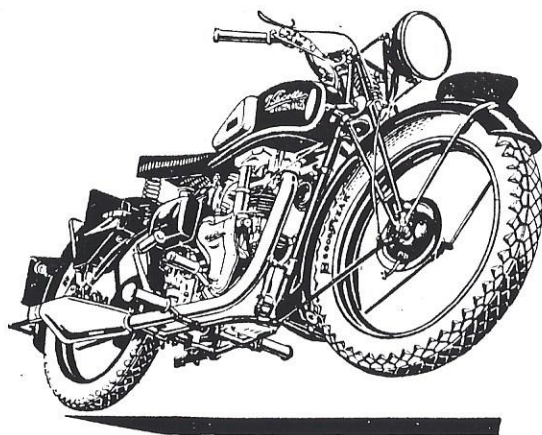
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ASSISTANT.....Corrine Daigle

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NEXT MEETING

MONDAY JUNE 26, 1989

at

7:30 P.M. SHARP

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MINUTES

MINUTES of a meeting of the Antique Motorcycle Club of Manitoba Inc. held on May 29, 1989, at Honda Canada, Inkster and Keewatin, Winnipeg, Manitoba.

MEMBERS present - 16

GUESTS - 2

1. CALL TO ORDER

The meeting was called to order at 7:45 by President Ed Maisy.

There were two guests present, namely, Bob Moskal, the owner of a 1969 Norton Matchless and Bob Callings, the owner of a 1953 Vincent.

2. MINUTES OF PREVIOUS MEETING

A motion was made by Ray Houde to adopt the minutes of April 24, 1989, seconded by Craig Kraft. Carried.

3. BUSINESS ARISING FROM THE MINUTES (Old Business)

A discussion ensued with respect to the Spring Run and it was noted that in the last set of minutes there should have been further particulars as to the date, meeting place, starting time, etc.

With respect to the Swap Meet, it was decided the Club should hold a Swap Meet in conjunction with the Swap Meet of the Antique Car Club which will be held in the fall. Once the date is firmed up a notice shall be printed in subsequent minutes and/or Rust 'N' Pieces.

4. EXECUTIVE REPORTS

a) Treasurer - Siggie Klann

Siggie reported a balance in our chequing account of \$406.60 and in the savings account of \$1,954.91. Dave Johnson brought in the rosters which were distributed to the members present.

b) Librarian - John Guntner

No new publications received.

c) Properties - Ray Houde

Ray had the usual assortment of T-shirts, licence plates, badges, etc.

d) Activities - Craig Kraft

Craig had previously reported and provided further particulars with respect to the Spring Run and final arrangements were being made for the supply and delivery of food, etc.

continued page 6

Runs'n Rides

Manitoba Roadrace Association
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to all Club Members during 1989.
They would also like any members
coming out to the National
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For dates and details call:
Craig at 669-6047

Antique Motorcycle Club of America
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Farmington, Iowa, June 24-25
Davenport, Iowa September 1-3

Biggar Sask. British Bike Rally
August 5-6

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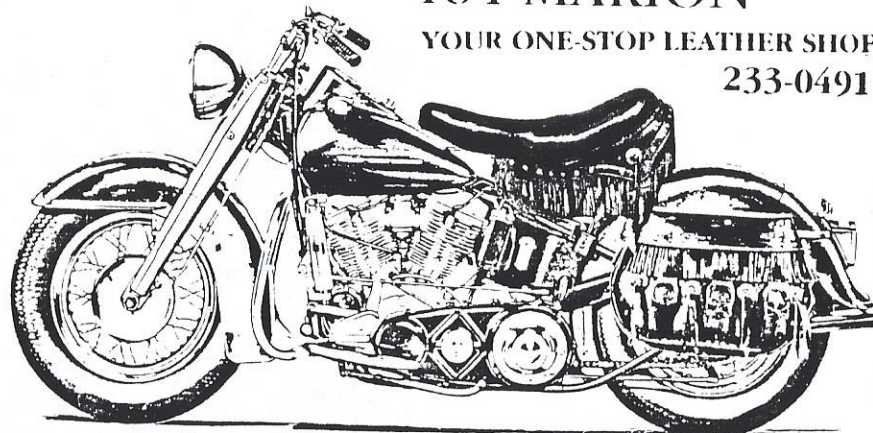
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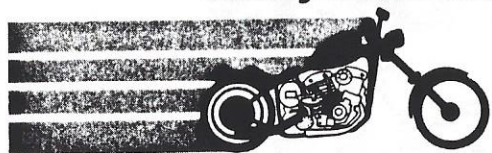
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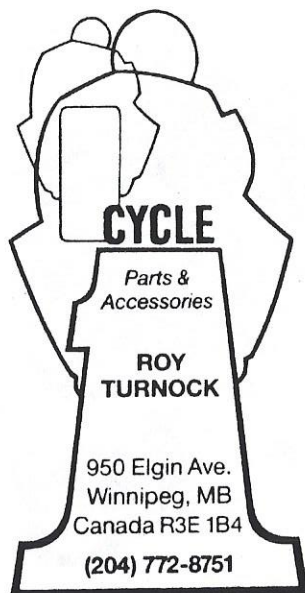


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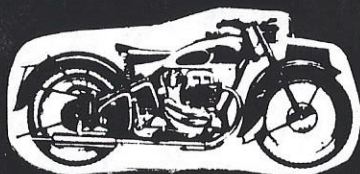
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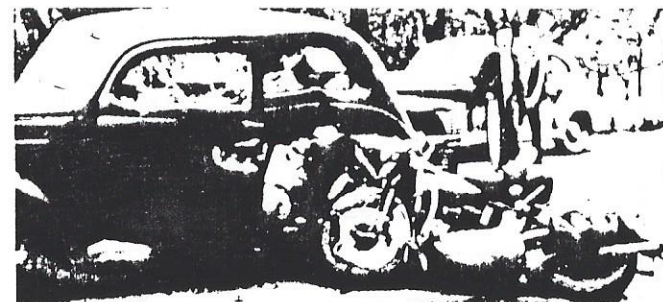
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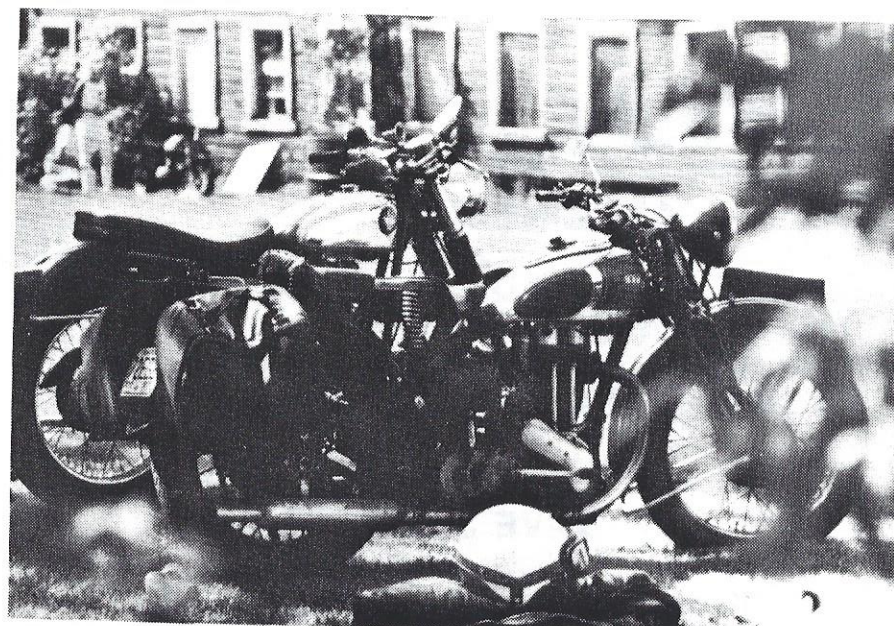


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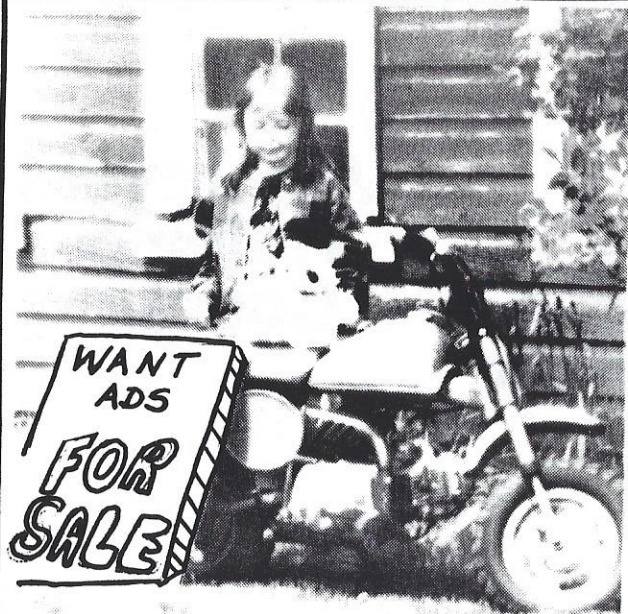
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minutes continued

e) Editor - John Daigle

John was absent for the meeting. He had apparently broken
his leg playing football and was therefore unable to
attend.

f) Public Relations - Glen Komosky

Glen was absent.

5. NEW BUSINESS

a) For the purpose of the Spring Run Dave Tissot, was
unanimously elected Road Captain for the Spring Run. The
motion was made by Craig Kraft and seconded by Siggi
Klann. Thanks to Dave for volunteering!

b) Ward Butcher announced that he was having his annual
Petersfield party on July 8, and everyone was welcome.
Turn right at the Petersfield Hotel and proceed to the end
of the road and you are there.

6. OTHER BUSINESS

a) Siggi reported that a number of club members were present
at the meet in LeMars, Iowa, which took place on the May
27th weekend. There were lots of Henderson motorcycles
there and the usual assortment of parts. The Davenport
meet will take place on the September long weekend and
apparently there are to be vintage motorcycle races held
at that time. Davenport is one of the larger swap meets
for antique motorcycle enthusiasts.

b) John Guntner announced that the Buffalo chapter of the
Antique Motorcycle Club of America will be sponsoring an
antique motor cycle rally in July of 1990. Motorcycles
must be pre-1954 and participants must be members of the
American association.

7. DATE OF NEXT MEETING

The date for the next meeting is June 26, 1989.

8. ADJOURNMENT

Dave Tissot made a motion to adjourn the meeting, which was
seconded by Ward Butcher. The meeting was adjourned at 8:30
p.m.

***** SPRING RUN *****

A good collection of Antiques and Classic Motorcycles and their owners met at the Salisbury House at noon on Saturday morning. The day was sunny with some high flying clouds being blown across the sky by a good Manitoba wind. This would later pick up causing motorcycles and rides to amble down the road to La Salle at a rather precarious angle.

All arrived safely at Conner and Brenda's homestead for an afternoon of games, contests and bike talk. (Bullshit!) Burgers sizzled on the grill, chrome glistened in the sun, and the wind blew some more. A special THANK-YOU to Conner and Brenda McGill for the use of their beautiful place.

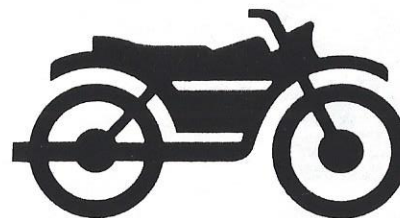
After much deliberation and some hard choices the Judges came up with the following winners:

- | | |
|---------------------------|--|
| 1st Best Restored Antique | - 1936 Indian Sport Scout
Owner: Irv Loewen |
| 2nd Best Restored Antique | - 1947 Indian Chief
Owner: Siggi Klann |
| Most Unique Antique | - 1940 Indian Scout
Owner: Dave (Spot) Tissot |
| Best Original Antique | - 1936 Harley Davidson Sidecar
Owner: Ross Metcalfe |
| 1st Restored Classic | - 1950 AJS - 16M 350 Single
Owner: Craig Kraft |
| 2nd Restored Classic | - 1972 Triumph Bonneville
Owner: John Daigle |
| Best Original Classic | - 1976 Triumph Bonneville
Owner: Garry Bertrand |
| Best British | - 1946 Ariel - Red Hunter
Owner: Jim Harrison |
| Most Unique Classic | - 1973 Ducati 450
Owner: Mike Baraschuk |
| Oldest Bike | - 1933 Harley Davidson VL
Owner: Gary MacDonald |
| Bike of the Run | - 1961 BSA Golden Flash
Owner: Ed Maisey |

After the judging some games to challenge the skill of the riders and some just for fun. Spot again demonstrated his slowriding abilities by winning both the slow race and the barrel game. Nobody could dispute the fact that Ward Butchers late model Harley Davison low rider produced the best oil art in the big drip contest. Joanne Butcher, the only female rider of the run and John Daigle, the only rider with a broken leg, gave everyone a demonstration on how not to scramble an egg.

The afternoon was certainly enjoyable. The last riders rolled out to challenge the wind about 6:00P.M. All reports indicate that everyone made it home safely. At least it didn't rain!

J. D.



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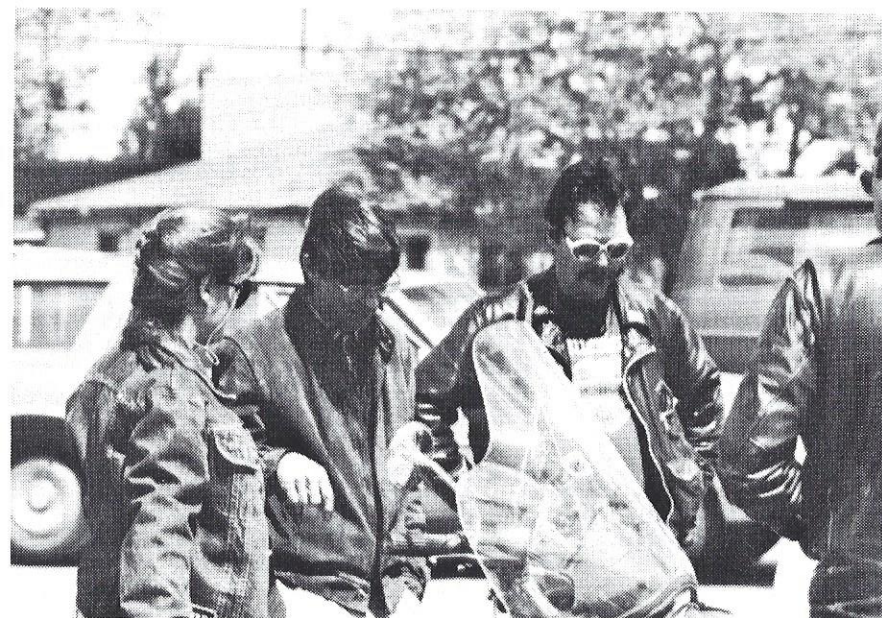
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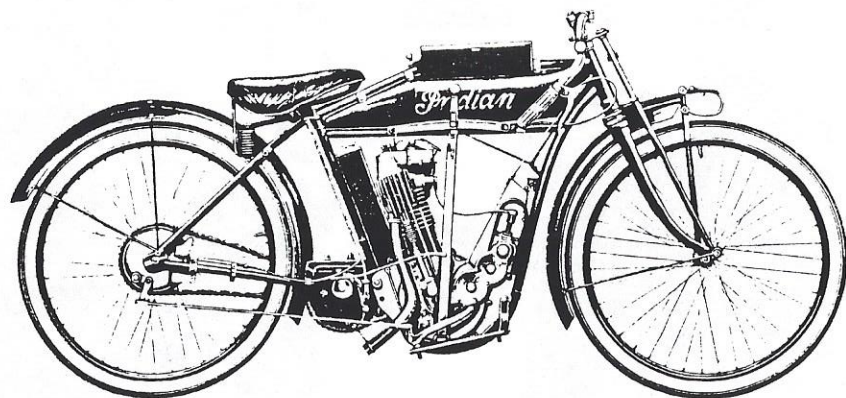
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On the way!



Joanne, Mike and Ward talk in the wind.



A Letter to Irv.

Glad to get your card, and you are right, its a long time since I wrote, but that goes both ways! However, its getting easier as I get used to my new Electronic TW, though I still make more mistakes than I like!

I had to laugh when I read that you were restoring an old Indian Pwer-plus, becaus i just about cut my teeth on those old camels as far as motorcycle fixing experience goes! I must have had at least six of them! The ones with that horrible spring frame were the worst, with those leaf- springs and that little short rear fork pin, which as i recall could not have been more than four inches long, with no adequate provision for lubrication they were all loose when I got them, and when you went around a curve or the wheel would shift to one side or the other!

What with the terribly stiff leaf spring in the front forks, it is a wonder I did not get killed on one of them! In the early thirties the standard price for one of those Indians, if it was running, was \$25, and if it was not, you could usually get it for \$10, and after I had had about two of them, I had enough parts and no-how that I could generally get them running!

I got the last one in 1933, a friend of mine in St. Vital, Joe Swattich, discovered it in some fellows back shed in Elmwood, and it had the special Police motor, two inch valves and a huge schebler carb. It was nont running but I paid \$20 for it because I was fascinated by that engine!

continued page 18

continued from page 9

When I got it home and apart I found it had huge pin scores in one cylinder, and I got Massey Helfrich to weld up the scores, maybe he silver-soldered them. They had a 3 and 1/8" bore and cast iron pistons, the head of which came about 3/8 to 1/2" below the level of the valve seats. I found that Studebaker Light Six Pistons had the same bore, so I shortened the skirts about an inch and put 1/8" compression plates un der the cylinder base flanges! Massey had some 2" valves that we put in, after shortening them to suit, and it all looked quite impressive! The Stude pisons were about flush with the valve seats, so those pistons must have given about 7 or 7.5 to 1 CR! With the big carb and big valves, that engine really breathed!

To complete the job, I fitted that super-engine into a Power-plus chassis that I had painted bright red, with cream pnels on the tank-sides on which I painted a checker-board design, a la the Richtofen Jagstaeffel! In the spring I took it out of the basement workshop and gingerly tried it out. it went wonderfully well, with more power and speed than any Indian twin for that era had any right to possess!

One thing I sooned learned the har way, was not to open the throttle unless i had both back and fron wheels poining straight ahead! If I did, the back wheel, with those skinny 28 X 3" tires, would lose its traction and just come around, putting me on m,y rear-end in the road! I soon learned not to give it any gun unless it was well lined up, and I had a lot of fun walking away from fellows on newer bikes, who could not figure out where I got all the power from!

Like all thos old Indian twins of that era, it handled like a pig, and I was taking my life in my hands going over 50 - 60 mph! This was an early lesson to me that it is folly to put too much power into a chassis not designe to handle it, for the gear-box tore off the frame one day when I was pouring on the power, and boke up the gear-box casting! I got another gear-box after extensive hunting, and used the powere with more moderation thereafter!

Not long after I traded this monster in to Brown & winter, on the AJS that Jack Prest had traded in, I think this was the same spring that you bought a Sprts Scout! B & W sold it to some farm hired man from the headingly area, and the sent Paul Aubert out with it, to show him how to ride it! paul told me that he had never experienced such power, and he was glad to get off it, give the fellow a few hints, and turn him loose! They never heard from him again!

That was the final chapter in my Indian Power-plus experience! From then on i was involved with that AJS and other Brit bikes!

I am picking away at the Norton hybrid which I am building, and at the rate I am going I will never finsh it, but things should go a bit faster now, as I have finalized the pattern. Anna is going away for three weeks in May and I should make a lot of progress during that time.

If you come West again we can put you up and be glad to see you again! All the Besst for Xmas and a Happy New Year!

All the Best, Merv & Anna!

P.S. The kick-start on those old buggers was a particularly horrible piece of engineering!

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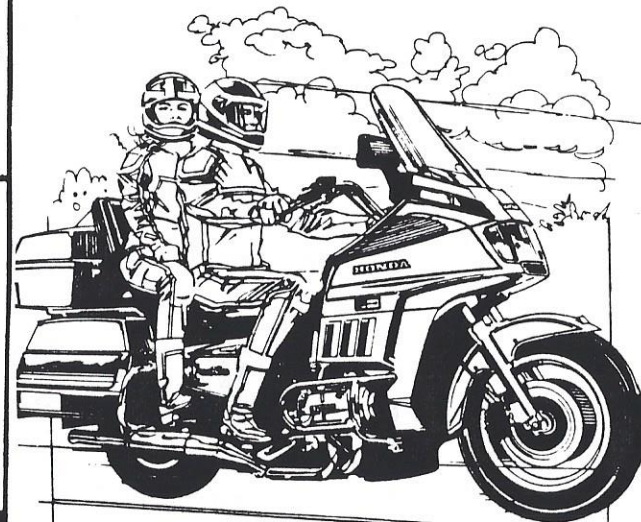
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ACTUALLY

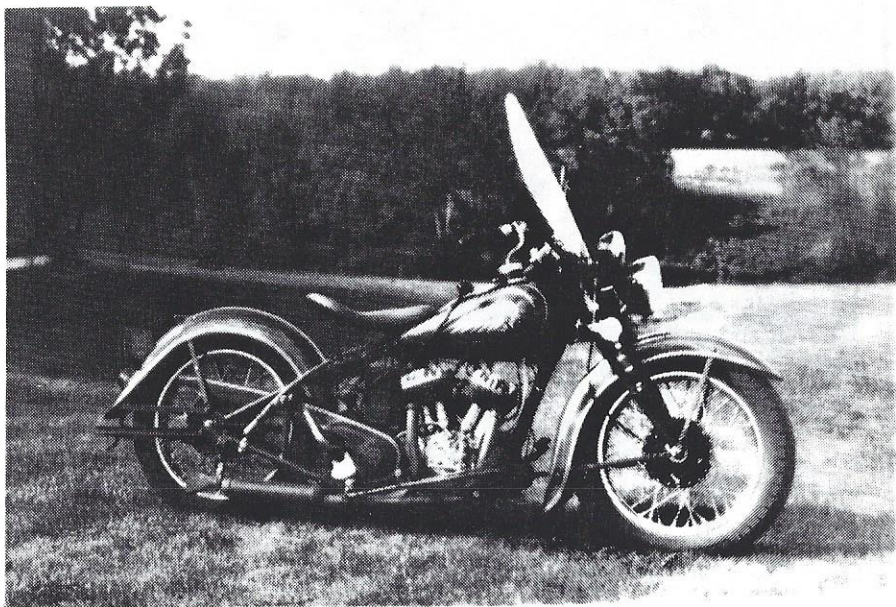
RODE!



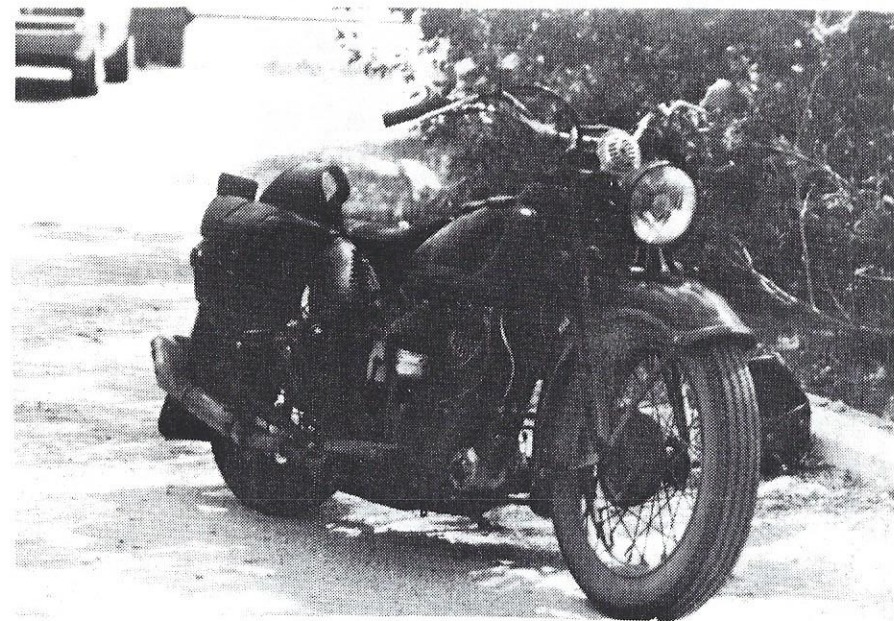
Irv was proud of his plaque.



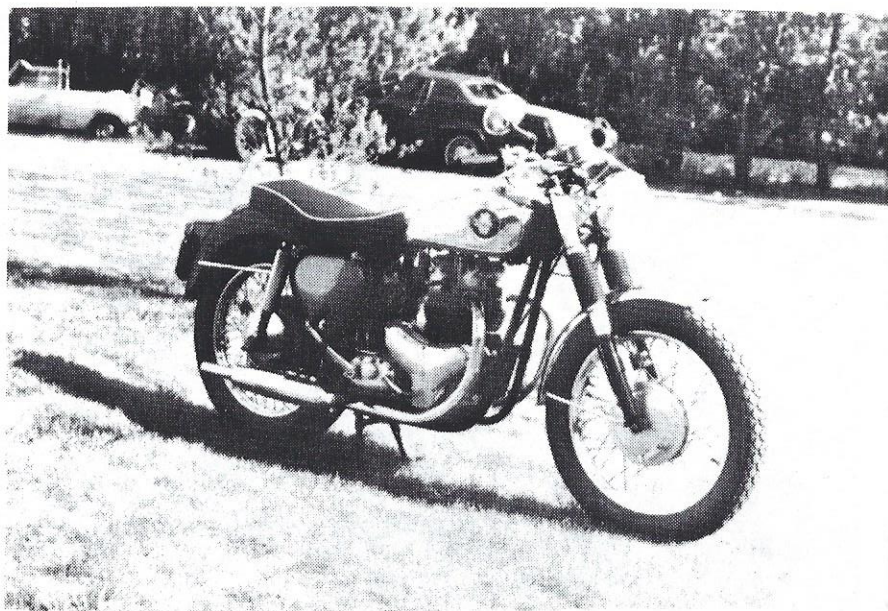
One for the road!



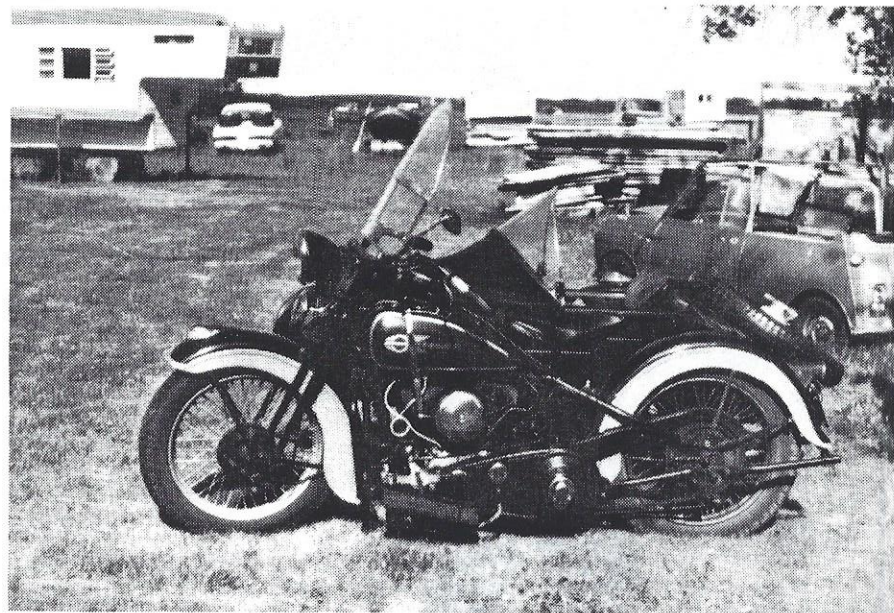
1936 Indian Sport Scout
Owner: Irv Loewen



1940 Indian Scout
Owner: Dave (Spot) Tissot



1961 BSA 650 Golden Flash
Owner: Ed Maisey



1936 Harley Davidson Sidecar
Owner: Ross Metcalf