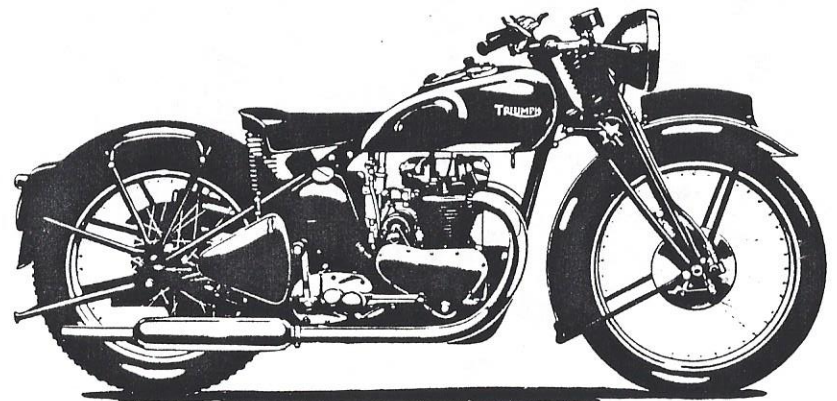


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THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

August

VOLUME 12

1989



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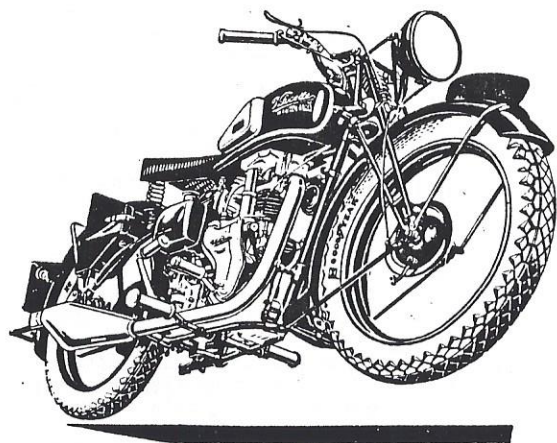
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EDITOR.....John Daigle
ASSISTANT.....Corrine Daigle

CLUB PRESIDENT.....ED MAISEY
(204) 668-4404

Past President.....Ed Maisey
Secretary.....Parker Fillmore
Treasurer.....Siggi Klann
Librarian.....John Guntner
Activities Manager.....Craig Kraft
Public Relations.....Glenn Komosky
Properties.....Ray Houde

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NEXT MEETING

MONDAY AUGUST 28, 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 July 31, 1989, at Honda Canada, Inkster and Keewatin, Winnipeg, Manitoba.

MEMBERS present - 12
GUESTS - 1

1. CALL TO ORDER

The meeting was called to order at 7:50 by President Ed Maisey.

There was one guest present namely Roger Procyk, who owns a Ducati.

2. MINUTES OF PREVIOUS MEETING

A motion was made by Bill Smerchanski to adopt the minutes of June 26, 1989, seconded by Barry Seib. Carried.

3. BUSINESS ARISING FROM THE MINUTES (Old Business)

Due to technical difficulties the matter of judging and trophies as discussed at the June meeting was put over for discussion at the August meeting.

4. EXECUTIVE REPORTS

a) Treasurer - Siggi Klann

Siggi advised that there is presently \$2,111.14 standing in the Club treasury.

b) Librarian - John Guntner

The following new publications were received:

- The July Classic Bike issue;
- The July/August publication of Vintage BMW Bulletin;
- The Viking Chapter newsletter for July.
- Indian Motorcycle News for July

c) Properties - Ray Houde

Ray had the usual assortment of items. There are still licence plates available.

continued page 6

runs'n rides

Manitoba Roadrace Association
is offering half price admission
to all Club Members during 1989.
They would also like any members
coming out to the National
Championships to display their
bikes if possible.
For dates and details call:
Craig at 669-6047

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Call Craig 669-6047

Donut Runs - Sundays
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Antique Motorcycle Club of America
Le Mars, Iowa - May 27-28
Farmington, Iowa, June 24-25
Davenport, Iowa September 1-3

- Aug 11-13- 6th CVMG BLUEWATER INTERNATIONAL
VINTAGE RALLY, Mooretown Sports
Complex 10 m. S. of Sarnia (see
p. 8 for info.)
- Aug 26-27- VRRR Weekend, Mosport, Ont.
Aug 26 - CVMG Olde Norfolk 2nd Annual
Pirate's Ball, Port Dover, 8pm,
Tickets \$11.00 per head. 519-
883-1623 (Cris)
- Aug 29 - CVMG Kitchener-Waterloo sec meeting
Aug 29 - CVMG Olde Norfolk sec. meeting
Sept 4 - CVMG BC sec. meeting
Sept 5 - CVMG Montreal sec. meeting
Sept 5 - CVMG Ottawa sec. meeting
Sept 5 - CVMG Quinte sec. meeting
Sept 5 - CVMG Great Pine Ridge sec meeting
Sept 5 - CVMG Sarnia sec meeting
Sept 5 - CVMG Nor. Alberta sec meeting
Sept 7 - CVMG London sec. meeting
Sept 10 - CVMG Vintage Trial, Oshawa
Sept 12 - CVMG Toronto-Hamilton sec meeting
location to be announced
Sept 12 - CVMG Hamilton-Niagara proposed sec
meeting Turpin's Redwood Inn Hwy
20, Stoney Creek
- Sept 15 - Newsletter closes for October
Sept 15-17- 1st ANNUAL CVMG QUINTE SECTION
VINTAGE RALLY, Ameliasberg Museum
Grounds, S. of Belleville, Ont.
(see P. 8 for info.)
- Oct 1 - CVMG Vintage Trial, Carlisle
Oct 29 - CVMG Vintage Trial, Washington
Nov. 26 - CVMG Vintage Trial, Hagersville

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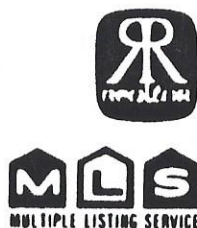
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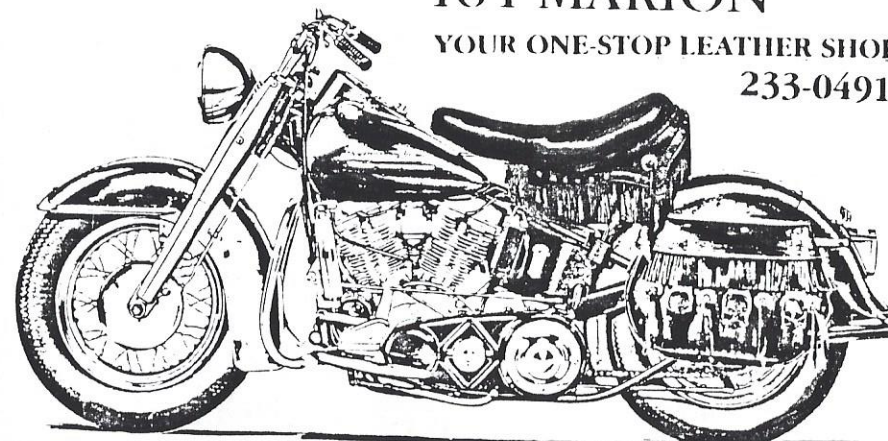
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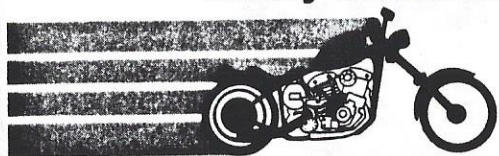


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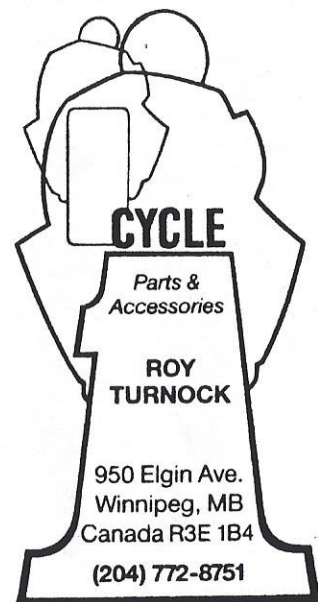


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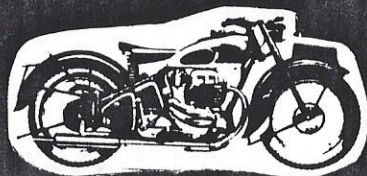
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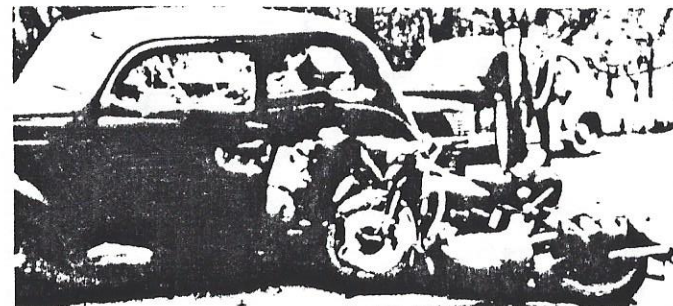
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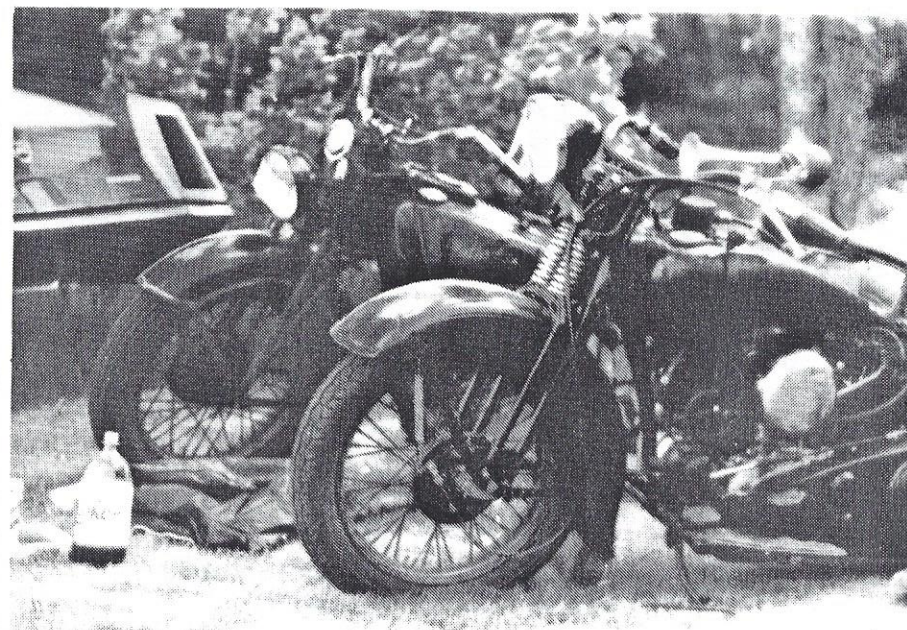


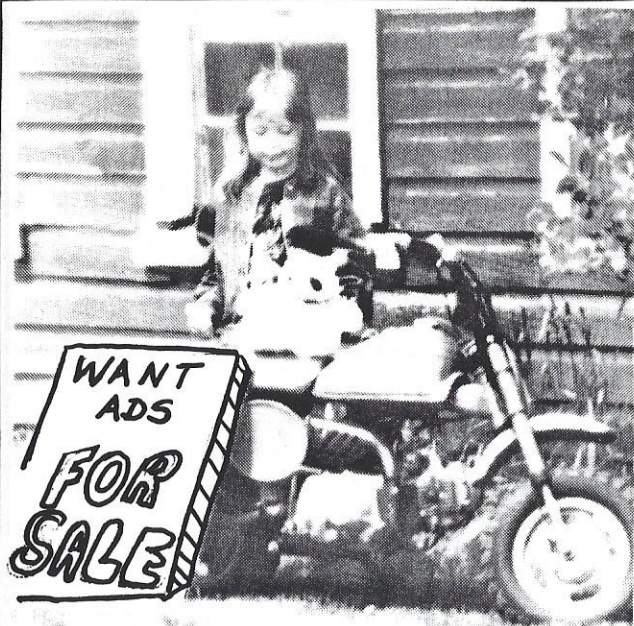
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WANTED: Manitoba Motorcycle License Plates or year
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1964, 1965 & 1966. Also parts, literature, photos,
etc. for flying merkel, BSA D-7 Super Bantam and
James Captain or Villiers Engines. Also wanted a
motorcycle trailer for hauling bikes.
Phone Craig (204) 669-6047

WANTED: 45" tranny for Harley Davidson. About 1947.
Phone Kevin (204) 233-6281

FOR SALE: Solid oak door 3' X 7" X 1 3/4"
Good for workbench top \$25.00. Can
deliver to meeting if sold.
Phone Mike Baraschuk after 7:00 1(204)757-2368

minutes continued

d) Activities - Craig Kraft

Craig was unable to attend the meeting.

Members were again invited to submit their lists of parts,
etc. wanted or for sale to the editor as soon as possible
so that these items could be published in the next issue
of Rust'N'Pieces.

e) Editor - John Daigle

John was unable to attend. John Guntner advised however
that he and John Daigle should be getting together prior
to the next meeting for the purpose of reviewing the
library.

f) Public Relations - Glen Komosky

Glen was absent.

5. NEW BUSINESS

The Club has received a letter from a new publication to be
called "The Old Bike Journal", which was requesting a
membership list with addresses.

It was moved by Barry Seib that a notice should be issued in
the next set of minutes advising members that unless the
Secretary of the Club was advised prior to the expiration of
10 days from the mailing of the next set of minutes that they
did not want their names published, the Club would proceed to
provide the information requested. The information would
consist of membership names and addresses only and would not
specify the type of motorcycle or motorcycles that the
individual member possessed. The motion was seconded by John
Guntner. Carried.

Therefore, unless notification is received within the 10-day
period, your name and address would be supplied. If you do
not wish to be included, please advise Parker Fillmore at
956-2970 or 837-3900 (home).

6. OTHER BUSINESS

- a) A member advised that there is a new business in the city
called Advance Composite Structures which does powder
coating painting and that they are looking to do business
with owners of antique or other motorcycles, vehicles, etc.
This is a bullet-proof type paint which is baked on at
temperatures of up to 400° fahrenheit.

Minutes continued...

b) Corn Roast

The date of the Corn Roast was set for Sunday, September 10. The Roast will be held at Choquette's property in East Selkirk. As usual we will meet at Robin's Donuts on McPhillips at noon with a view to leaving for Choquettes at 1:00 p.m. It was moved by Siggi Klann that the Club pay for the food and soft drinks for the members and their guests. The motion was seconded by John Guntner. Carried!

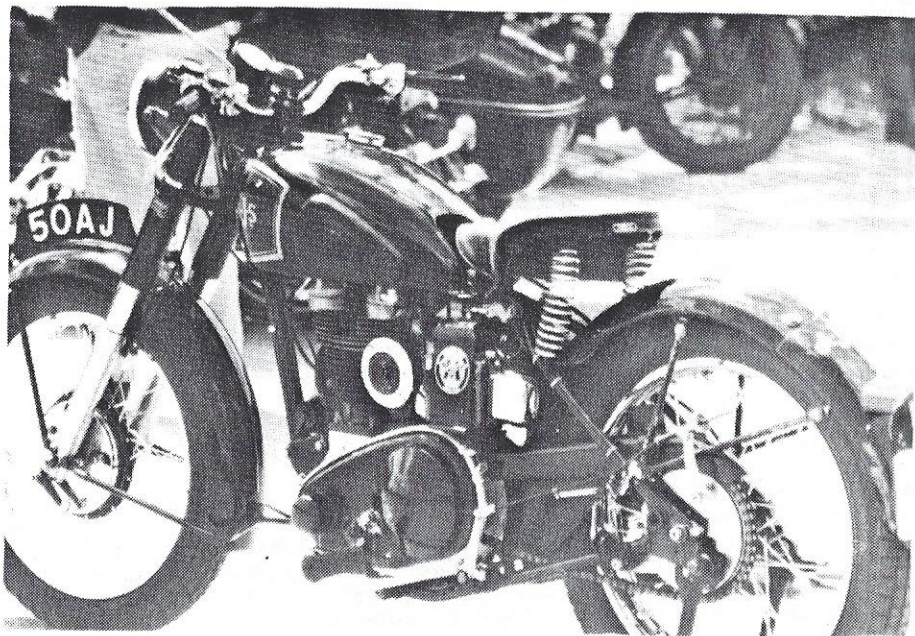
7. DATE OF NEXT MEETING

The date for the next meeting is Monday, August 28, 1989.

8. ADJOURNMENT

Tiny Robins made a motion to adjourn the meeting, which was seconded by Mike Baraschuk. The meeting was adjourned at 8:45 p.m.

PLEASE MAKE EVERY EFFORT TO ATTEND THE CORN ROAST: SUNDAY, SEPTEMBER 10, AT CHOQUETTES.



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FOR SALE: 1937 Knucklehead - Totally restored but not original - looks great.

Older Harley Davidson sidecar with all necessary mounting hardware for a rigid frame or swing-arm frame.

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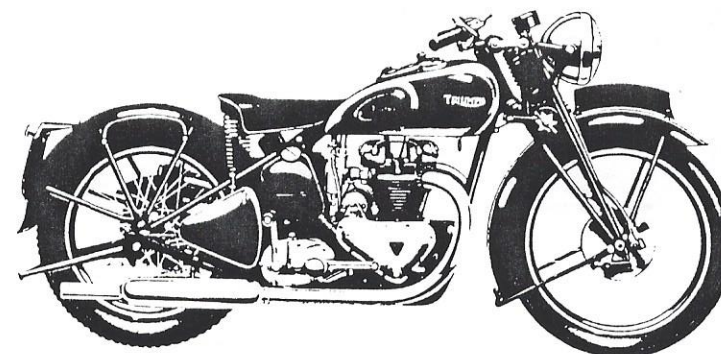
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BIGGAR BRITISH BIKE RALLY

AUGUST 4,5,&6th, 1989

Garry and I both took Friday off. The plan was to head out early for Biggar. As these things go - with last minute things to fix on the bike and stops to make, it was eleven o'clock before we actually hit the highway.

The weather was co-operative for the first part of Friday except for a stiff head wind. (Quiz - Why is it that it doesn't matter which direction you ride on a motorcycle you are always pushing a head wind?) By the time we hit the Saskatchewan border the wind had picked up some clouds and rain, 60 M.P.H. felt more like 120 M.P.H. . We didn't quite make as far as we wanted that day, cold and wet we forgot our tents and sleeping bags and settled for a motel room in Foam Lake, Saskatchewan. Boy! that warm shower felt good.

Saturday started early, cold and grey! The bikes loved it. The bikers shivered. Things improved as the day rolled on. Saskatchewan rolled by like one big grain field. Garry's bike vibrated a few parts loose. I got a broken mirror in some parking lot and a stone through my brand new quartz halogen headlight, but otherwise , the Trumps rolled along happily.

Biggar, Saskatchewan, is about as unlikely a place to expect to see Classic British Iron as any place on Earth. A pretty little town dropped in the middle of rolling farm country. The directions said ride 8½ miles south then 2½ miles east on a gravel road to the Biggar British Bike Rally. Was it really there? Somehow it didn't seem likely. Hey! what's this?, a cardboard sign on a post with an arrow ———> BRITISH BIKES, and something about that gravel road that seemed to know the sound of British Iron. But what happened at the end of that road could not possibly be expected. We rode into John Bennetts yard and suddenly the long hard road faded and the feeling of being in the right place overwhelmed us.

Cont. Page 9

BRITISH **VINCENT** **ARIEL**

TRIUMPH **BSA** **Norton**

As it happened we had arrived just as the poker run was ready to leave. There in the yard were about 30 bikes and riders ready to roll. But hey! somethings funny, there were no Harley's, no Honda's, no Yamaha's, they were all British. Triumphs, BSA, Norton, Vincents, all thumping away in true British Style. The words jumped out of my mouth, " I think this is the place."

Tired and sore, we decided another 50 miles for the poker run was not next on our list. So we poked around John's yard, set up tents, got registered, meal tickets, and T-Shirts and by then the poker run crowd came thumping back across the hills. If there is a British Biker's Heaven, it has to be John's Farm. Barns and sheds are full of motorcycles of all makes. A newly restored Vincent sat gleaming at me as I registered. A line of British Iron a dozen long in one shed, silently waiting for our eyes to feast on.

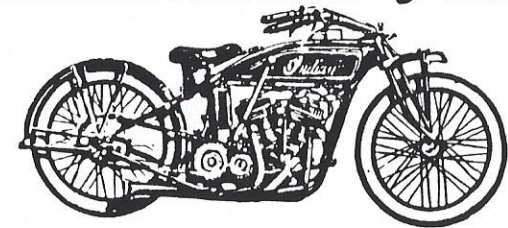
Hungry?...Not here!... Your meal ticket got you burgers cooked up on the Barbecue and pancakes and sausage for breakfast. Saturday was spent meeting and talking. John gave us a very interesting talk about intake manifolds and fuel distribution and a big fire was set down in the coollee and the talk went on into the night.

After a cool Saskatchewan night, and a laid back morning, some field games were organized and everyone had fun dropping golf balls into buckets, pinning clothes onto clotheslines and tossing basket balls into baskets from the back of moving motorcycles.

A curious little group gathered over to one side. Seems the conversation was over a certain old bike. A Rudge Whitworth, 1929 Vintage. The bike had drawn attention all weekend. It was in excellent condition and pretty much the way it should be. Oh there was some argument about the oil tank or tool box mounting and the side stand wasn't quite right. By co-incidence all three owners had shown up at the rally. Originally Maurice Leavesley of Swift Current, had brought it over from England used. Around 1932-33, he sold it to Hector Randell of Pense Saskatchewan. He kept it around until 1988 and had stories to tell of winning the Provincial Flat Track Championship in 1935 and 36. The present owner Roy Herbach had himself a real chunk of History in that old ulster.

Sunday afternoon there was judging. It was conducted by giving everyone who registered a ballot and they selected the following:

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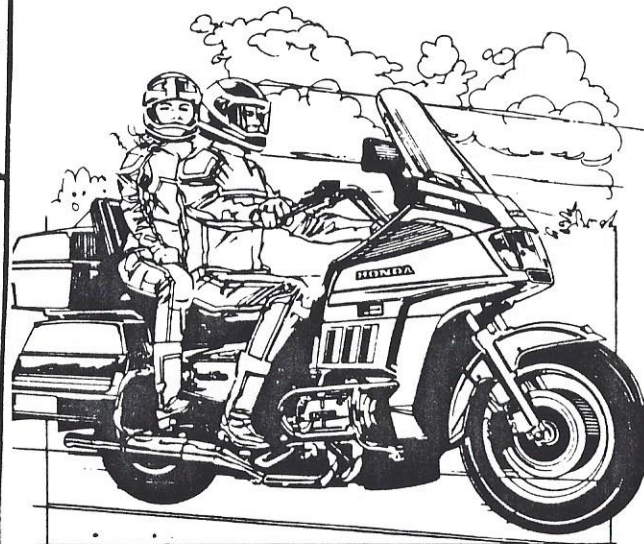
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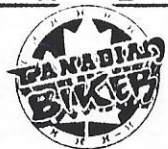
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good clear color
or black & white
photo can be used.)

Please write your
name and address on
back and they will
be returned to you.

If you don't want to
mail them please
bring them to the
monthly meeting and
given to editorial
staff.

LOOKING FORWARD TO
SOME GREAT PHOTOS!

Editorial Staff



GET WELL SOON

LEN HARDIE

Recovering from a recent bout of Pneumonia.
Hope you are back in the wind real soon.

Cont. From Page 9

Best Norton Commando	1975 Mark 3 Owner: Doug Bone, Wartime, Saskatchewan
Best Ariel	1958 Ariel Cyclone 650 cc, Export Model Owner: Fraser Wilson, Hanna, Alberta
Best Triumph	1960 Triumph T110, 650 cc Owner: Fraser Wilson, Hanna, Alberta
Best BSA	1966 BSA Spitfire Special Owner: Robert Lamb, Moose Jaw, Sask
Best British Motorcycle	1948 Vincent Touring B Rapide Owner: Grant Weeks, Sturgis, Sask
Best Pre - 65 British	1929 Rudge Whitworth Ulster Owner: Roy Herbach, Mankota, Sask
Best Non-British	1977 Ducati 900 SS Owner: Peter McKenna, Toronto, Ontario

There was a plaque awarded to Bob Collings for the furthest ridden Vincent - from Winnipeg. Garry and I had to share the honors for the furthest ridden British Bike, as we both left from the same garage. A special mention went to Peter McKenna who rode all the way from Toronto in three days on his Ducati.

After the judging, the rally came to a close. There was talk of next year. John figured the rally would soon outgrow his farm. It was decided that after next years rally, some decisions would be made for the future of the event. I for one will be willing to do whatever is possible to see it continues, in some form. The opportunity to get together and trade and swap ideas is what it's all about, and it's guys like John who deserve a pat on the back and our support for bringing us this opportunity.

The ride home was beautiful, Mother Nature was shining on us. Sunny days - cool nights. Lots to think about. We even went the extra fifty miles and detoured through Riding Mountain National Park, a short but welcome break in the scenery. And back home, pull the old pan while the motor was nice and hot, give the bike a good cleaning. Hang up the plaque for furthest ridden British Bike on the workshop wall. - Whew! Round trip 1190 miles.

J.D.





a.m.c.m.
CORN ROAST
Sunday, Sept. 10

MEET: ROBINS DONUTS
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LEAVE: NOON

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