



July-August 2017

RUST 'N PIECES

Volume 40 No 4



Starting a Tractor with a shotgun shell. Maybe we can use this idea on



some of our Motorcycles.



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of Manitoba Inc.**

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President's Notes

Well, finally the weather is working for us riders – guess we had to get the last of the crappy weather out at the Bison Rally! I hope you have been able to find time to work on your bikes and get some riding time in. Kim and I took a vacation ride out to the Rockies this year – such an amazing country we live in with so many places to visit and excellent roads to ride. There were many roads recommended to us along the way to explore on to wheels, and there seemed to be rallies and vintage displays all around – we will return and explore more as there is too much to fit in to the 2-weeks we had.

August and September are again, busy months with many events held by the AMCM and more that the AMCM attend! I write this after just returning moments ago from the South Beach Casino Show n Shine, where three of our AMCM members took top prize in the British, Japanese, and European categories. There was an estimated 1,100 motorcycles at this event – and many, many fantastic entries of vintage and antique bikes of all makes and models. It really is a premiere event with something for everyone. Thank-you all for attending and showing off the bikes – it was a great showing for the AMCM with many members on hand and their families visiting too.

Next up, we have the 41st annual corm roast at John & Pat Choquette's farm in East Selkirk, followed by the Gimli "Fishing Trip", then the Tiddler Run (hosted at my and Kim's place near Lockport!), the Marion Show n Shine and finally HD Winnipeg's Show n Shine. Of course, we have our August meeting on the 29th which will be a short meeting, then a ride to David

Pritchard's shop for a tour. Certainly enough to keep us all busy, and I hope you can make it out to most if not all of these events. Finally, please take some time to complete the "Survey Monkey" sent out recently by Kim, and add any and all comments you have. This club is run by volunteers, and we need everyone's input on what events to hold, how we can improve things, and keep this club going as strong as it is. We are always looking for new ideas...and we like hearing what things we do well, and to keep doing them!

Cheers – see you out there on the roads!

Rick

Buy with confidence, own with pride.

If you value your hide you'll ride an old motorcycle

Count the old motorcycles on the road-
the others on the roadside

Sincerely Yours
Siggi Klann

OUR OWN LEGENDS

Ted Hector and Gary Macdonald are heading off to Bonneville in a few days. This is the Racer they have been building for the last four months. They've had it out for two test rides and were very happy with the performance.

Ted in racing position on bike...



good angle on his back (maybe 12 degrees = minimal or no flow separation). Sportster gas tank, fibreglass seat and tail-piece. Rear frame stretched out 7" with tubing pieces Dual 32mm Amal carbs featuring alcohol needles and seats in the float bowls for the highest rate of gas flow possible, complimented by 5/16" lines and a Pingel high flow shut-off valve with a cable operated remote shut-off on the handle bar (required for fuel class bikes). We had fuel feed problems with the 45 racer, so we took these steps to alleviate them. And Ted was really crowded up against the fairing on the 45, so we fixed that too!

Two photos of Ted on the 45. In the left one, note the flow-separating angle on his back. Its almost 30 degrees... big turbulence and drag! The right photo shows Ted at speed. He had to stand up on the pegs to get a flatter angle on his back. He said he could feel the bike speed up as the airstream re-attached to his back! Note the big space between his belly and the seat.



Try that at 112 mph! He never did get his helmet much behind the windscreen.

Next photo: When Ted gets up to speed he grabs the left fork tube, as shown in the picture. The heel shifter to the back is slammed backwards to upshift...particularly important for not losing too much rpm during the critical 3rd to 4th shift when rear wheel torque goes to its lowest. With

our gearing, we expect to shift out of third at ~5200 (120 mph) and drop to 4200 in fourth. If it will pull to our design max HP of 4600 we would be doing ~132 mph (fingers crossed!). Ted incorporated a hand shifter as well, for downshifting after the measured mile. The original foot clutch is replaced by hand lever... with a surprisingly light pull?!



This next photo shows Ted installing the windshield in the heavily modified NSU Sportmax fibreglass dustbin fairing. This time there's some room for Ted's helmet to hide from the airstream. We decided to shift the fairing further back than was originally intended, to bring the centre of pressure back, so Ted made a fibreglass nose-piece to once more cover the front wheel. The rules dictate that the fairing can only cover the front wheel above the axle. The clip-ons did not fit properly in the clearance "pods" so we cut them partially away as well. There will be aluminum streamlining panels all around the lower engine and exhaust pipes, and also panels to direct cooling flow around the cylinders and carbs. They had not yet been installed when the photo was taken. The number plate shows our number (641), and "APS" means "special construction frame with partial streamlining", "VF" is "vintage fuel" and "1650" is our displacement class. Our displacement is in reality only 1368 cc. We were just a bit too big for 1350 class! So here we are giving up a lot of potential displacement in 1650 class, but it couldn't be avoided without going to a big time stroke increase, which would have required way too many other modifications this close to race day.



And here's some cruel irony regarding our registration in "fuel" class instead of in "gas" class! This low compression flathead engine (~6:1) should operate best on a non-alcohol, low-octane gasoline. The famous Harley KRTT flathead racers were running only 82 octane gas at Daytona in 1969... they wouldn't even start on the higher octane fuel that was provided at the race! The only gasoline available at the current Bonneville race meet is 100 octane. High octane gas burns slow... as a means to prevent the rapid pressure rise that can cause detonation in modern high compression engines. Their high cylinder pressures are caused by their high mechanical compression ratios, not by fast burning gasolines. (High compression ratios are now used because they were found to reduce hydrocarbon emissions). At a measly 6:1 mechanical compression, our flathead is hardly prone to detonation from low octane gas! We need a rapid pressure rise to make up for our low mechanical compression ratio, and the rapider the better! And while modern engines have compact combustion chambers that are fully enflamed very quickly, the flathead has a vast combustion chamber that needs a fast burning gas to get most of the mixture in that big volume enflamed during the critical period when the piston is dwelling around TDC, and the squish zone is still intact (down to around .060"). This is when the highest potential cylinder pressure can be created, and more pressure created here makes more horsepower. (Sorry about the repetition.) So if we use 100 octane gas, with every power stroke we are throwing away a good percentage of our power because the burn is too slow! A burning flame front chasing a rapidly descending piston down the bore just doesn't add a lot of extra push on the crankshaft (although the slightly higher pressures at greater crankshaft angles do add some low speed torque). And of course we would be polluting more, and we would *never* want to do that! We need a fast burning gas like 85 octane! Unfortunately, all Canadian 85 octane has alcohol blended into it, which could cause lean mixture problems. However, we were able to locate several stations in Sturgis, SD. that sell pure 85 octane gasoline, so we're taking some 5 gal. carboys along with us to fill up there. And herein lies the cruel irony! When you show up at the salt flats with a carboy of gas to put in your bike, even though it is even lower octane than the gas sold there, you are automatically placed in "fuel" class, and are required to go toe-to-toe with bikes running nitro-methane, nitrous oxide and other exotic "fuels". The officials don't know what's in your container, have no way of testing it, and don't care. Bring your own gas... go to fuel class. (hmm.. that could be a tee-shirt). So to gain, we have to lose! ...

A slightly different view showing off the velocity stacks. Note scoops for cooling air.



Last photo. A good fairing to hide behind. Here' hoping its stable... (fingers and toes crossed... but hopefully not eyes!)

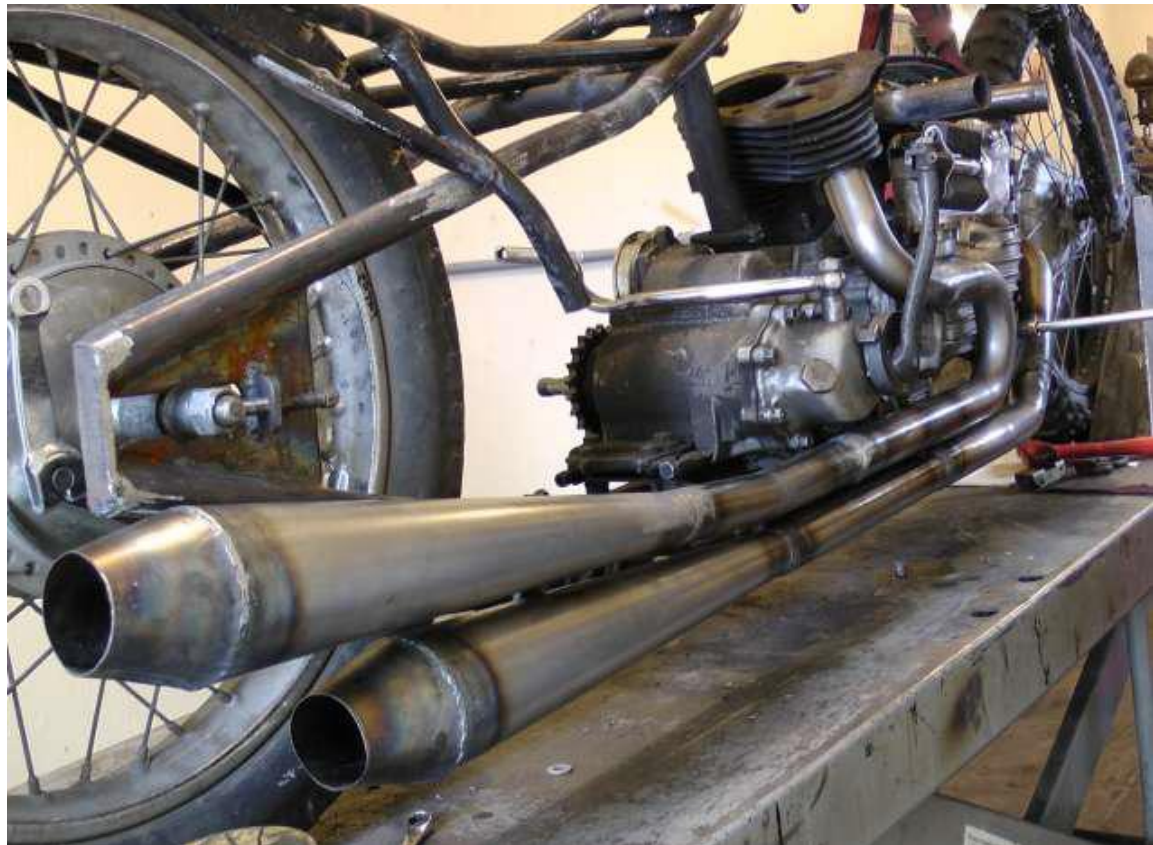


Here's some pics of the racer. The first one highlights the exhaust that Ted fabricated. The header pipes are equal length at 44", which should provide the biggest acoustic hit at ~4600 rpm. Note the contortions that the rear pipe goes through to remain an equal length to the front. Both beautiful and functional... nice job Ted!



The next pic shows the megaphones. It is estimated that they will spread the acoustic wave effect down ~1000 rpm, so that the engine will start to come on the pipe at about 3600 rpm.

However, the greatest wave action will remain at 4600 (reflecting from the entrance to the megaphone / end of the straight pipe). To maximize inertial tuning, the curved part of the headers are 1.625" ID while the straight portions are 1.525" ID. Ted incorporated the smaller diameter straight portions to accelerate the exhaust gases before they enter the megaphones. Although the megaphones were bought items, the reverse cones were hand fabricated by Ted.



The next photo shows the intake ports.

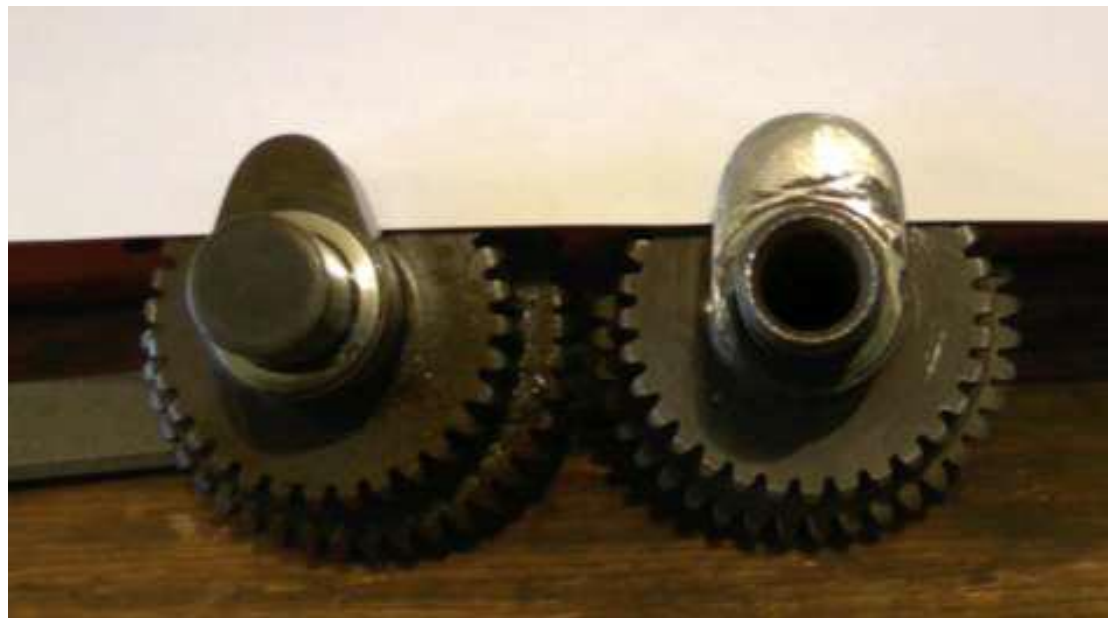


Note the welded-up stubs of the original ports pointing towards each other in the centre of the photo. In the original configuration a large “Y” manifold (~36 mm) connected these two ports to a single carb laying between the cylinders and opening to the left side of the engine. The intake mixture had to take this torturous route, essentially turning 180 degrees to get to the back of the valves, and the ports were so large that the speed was low enough to allow widespread mixture separation in the entire intake tract. The new ports are much more direct... they turn gently toward the back of the valve heads, and essentially point the mixture toward the cylinder with a mild amount of swirl caused by the gentle turn. The ports (and carbs) are 32mm, which for the displacement and the design engine speed are capable of a max flow of 300 ft/sec... which is ideal. These ports should display minimal mixture separation and high flow (for a flathead). Both Ted and I believe that they are the best ports we have ever implemented! There is enough added clearance in the cylinder heads to allow intake flow around the entire valve at low lifts (the exhaust/intake overlap period and the late intake period), but it is expected that the intake flow will “window” through the 2/3 of the valve nearest the cylinder at higher lifts/greater flows (the curse of all flatheads). To accommodate for this, our intake cams provide .075” higher lift than stock (.450” total). The intake cams also feature much earlier opening and later closing events than stock. The exhaust cam opening and closing events were also modified, and valve overlap is much greater than we have ever attempted. These features were required to increase the rpm of greatest horsepower (stock = 4200, our intended design = 4600). Ted did all of cutting and brazing on the ports, welded the cams, and I ground the cam profiles.

One other major thing we did was install a second plug in each head (sorry, no picture). The original stock 18mm plugs hover over the centre of the intake valves. We installed additional

12mm plugs in the heads such that they hover over the broad shelf between the exhaust valve and the adjacent cylinder edge. Each individual cylinder's two plugs fire simultaneously, creating two flame fronts and much quicker combustion. Using flame speed data from scientific reports, we estimate that at high rpm the mixture should be almost entirely inflamed before the end of the piston-dwelling period at TDC (= greater cylinder pressure and hence more power). Expansive squish zones in the heads (.047" tight at TDC) occupy the outer half of the area over the pistons (approximately the areas lying just out of view at the top of the picture). This is the best thing about a flathead! As the pistons approach TDC, the mixture is violently squished between the lower head surface and the piston crown toward the pocket area over the valves, creating an "energetic" and homogenous mixture that burns rapidly and completely when the plugs light up. Once more... faster burn = earlier and greater peak cylinder pressure = more power!

Stock and modified intake cams. Our intakes not only provide much higher lift, but much greater valve openings on both opening and closing ramps.



Ted welding the intake port stubs.



June 2017

June was a busy month. Between the rain days and the wind we managed to have three great outings, PERIMETERITIS, the Sadie Grimm Run dedication, and the Bison Rally. Here are some stories and pictures of the events.



PERIMETERITIS/THRESHERM N'S MUSEUM VISIT 2017

By Tom Hesom

An explanation for the many new AMCM members. The name "Conquering Perimeteritis" was coined for the perceived idea by country members (who ride to meetings every month from great distances), that city members are reluctant to ride too far and are scared to cross the perimeter. They therefore suffer from the dreaded disease called "Perimeteritis !" The run to Morden was designed to conquer those fears and prove that it is actually very safe and a very pleasant and rewarding experience!!!!

The 10th Annual "Conquering Perimeteritis" run was once again a huge success. The weather was good and the visit to the Pembina Thresherman's Museum was most interesting and a highlight of the day for many. The management co-



operated fully in making our visit memorable including making sure that the owners/operators of the many antique tractors and engines were on hand to start and demonstrate the exhibits. Even a special entrance deal from the usual \$7 a head was reduced to \$5 for our visit. As we were firing up to leave Manager Kim Striemer asked if we would do a lap through the Museum grounds and she took numerous pictures of the parade. Highlight of this visit was the start-up of the Lantz Bulldog single horizontal cylinder, two stroke, tractor. The 10.3 Liter “hot bulb” engine produced 40hp at 530rpm. It was first produced in Germany in 1921 and continued till 1960. The company was bought by John Deere in 1956 and then called “The John Deere Lantz”, but production ended two years later. The elaborate procedure began with turning the huge flywheel by hand until the compression stroke was just right. I think there were marks that had to line up. Then he lit a fuel-soaked rag that had been wound around the end of a long rod and inserted it inside somewhere; obviously to heat up the “hot bulb” ignition point. Then he inserted a 12 gauge shotgun cartridge into a breech-like opening, and closed the flap lever. The pellets had been removed from the cartridge and a detonator pin was lined up and stuck out about half an inch. He then handed me a hammer and said “hit the pin gently!” She fired up right away with a delightful very loud CHUG!, CHUG!, CHUG!, to the cheers of the crowd of us who had gathered to watch. One wag shouted;-- “If it takes this long to start the tractor the farmer would have to get up at 4am!!!!” In my native South Africa there are similar agricultural implement museums and invariably the tractor collection included at least one Lantz



Bulldog. I was surprised to see that this one was called a “Field Marshall” and soon found out the Marshall Company exported them in limited numbers all over the world but mainly to commonwealth Countries such as Canada. So this one is certainly an early UK made model, and not one of the post 1956 John Deere ones. After the Museum it was a short trip to Chas’s. Approximately 87 people attended.



Sadie Grimm ride and Dedication

The day started at the Headingly Sport Shop, now the new Indian Motorcycle dealer. Registration was \$10.00 which went towards the picnic shelter Proposed for Winnipeg Beach. The ride was approximately 250 kilometers round trip and took us down the old No. One highway, then to Marquette, Meadow Lea, Warren, Stonewall, Balmoral, Teulon, Inwood, Komarno, and finally Winnipeg Beach.



There was many places to stop and take a break. You could even have a Sadie burger in Teulon.



Winnipeg Beach closed Main street for us and we had ample parking for everyone. It was a very nice day for a ride.



Awards were given to all the female riders and to the people who made this event happen. I think over \$7000.00 was raised to be used for the picnic shelter. This event will continue in 2018 for the dedication of the shelter which should be completed by June.

On the way home I was glad I had my chaps, because I rode through the worst wind and rain storm this summer. It lasted 3 to 5 minutes and then was over. It was a great day and I am looking forward to next year.

The Bison Rally

Where do you want to be on the last weekend in June??? Why it is the Bison Rally of course. This year was just as great as past years. Even the rain didn't deter any of the activities. The camaraderie was the best part. In the evening, beside the fire, the stories come out.

Saturday started with a great breakfast, and next was the parade and bike show. All went well even with a little rain. When the show was finished it



was off to the games. The Carlton boys did a great job this year. Everyone said it was a lot of fun. There was archery and jousting added to the games. Sorry I do not have any pictures but you can find a video on the Website. Supper was great as usual, and after supper awards were given out. Here is the results.

American	Tony Hedernach 1928 Henderson Deluxe	Dave Prichard 1940 Indian 4
Asian	Brent Kroker Honda CBX	Greg Kendall 1967 Honda co 125A
British	Lorenz Haalboom 1950 Norton Model 7	Tim Klassen 1969 Norton Commando
European	Mike Belliveau 1966 Sears 250	Dave Williams 1980 Moto Guzzi
Non Antique	Oliver Joedicke	Kate Charleton
Three Wheeler	Chas Peters	
Concoors de grot	Diane Best	1967 Honda Dream
Moto Guzzi	John Thompson	1977 lemans
Best in Show	Tony Hendernach	1928 Henderson Deluxe
Farthest distance	Male Female	Del West Carla West
Youngest rider	Sarah Katte Agell	
Oldest rider	David Prichard	
Oldest Registered Bike ridden		David Prichard
Oldest Bike and rider		David Prichard

After the awards we had a great Auction where Ross Metcalfe auctioned off several watches donated to the club from the late Gerry Spindler's estate. A sum near \$1000 was raised and donated to Spina Bifida. For the rest of the evening we were entertained by the drawing for the silent auction prizes of which some people won more than one and I wasn't lucky enough to win any...





After the silent auction was over it was back to camp

and more bonfire, stories and even some song.

Sunday morning brought another fifty-fifty. poker derby run
And.....I didn't win.

Time to start the dreaded tear down and pack-up.

Another great Rally weekend under
our belt..

Be sure to there next year.



Here is a story from the Winkler Times Written by Linda Enns

Age just a number for Winkler senior

WINKLER - Editor's Note: The following submission was written by Linda Enns, who travelled to B.C. on a motorcycle along with her husband and 80-year-old father, fulfilling a dream.

Victor Enns, 80, of Winkler has just returned from a 16 day motorcycle ride which took him on a 4,000 km journey as far west as Nelson, B.C. and then north to Rocky Mountain House, AB and back home. He has proved to himself that age is just a number!

For numerous years Victor had been the willing sole caregiver to his wife who suffered from various physical and mental health conditions. She passed away suddenly in November of 2016 leaving a massive void in his life but at the same time it freed up his time to re-persue some of the many activities he had once enjoyed, such as motorcycling. It had always been his dream to ride his motorcycle through the mountains so when my husband and I decided to ride our motorcycle to Nelson, B.C. to visit our son we knew we had to invite dad to join us. He willingly accepted and jumped into high speed to get his 650 Yamaha ready to go. He had already been working on it for months, rebuilding the motor himself, twice, and by the time we were to leave (on July 1) he felt confident his bike would make the journey.

We were riding a borrowed motorcycle as ours had recently broken down which was a big disappointment but we were thankful for the friends that immediately offered us their 750 Honda to make the journey with. So after the morning rain on July 1st had let up, we were off, excited about the trip ahead which was sure to be a "once in a lifetime" memorable one!

I chuckled as I snapped a picture from the back of the bike of my father-in-law embarking on the journey wearing a full-faced "Ski-Doo" helmet, rubber "jar rings" around his pant legs to keep them from flapping in the wind and his recently purchased Walmart winter boots. But his spirit was high and his comment at the first gas stop was "Is there a reason you're only going 80 clicks?" We actually were going 90 and thought that was a reasonable speed for him...but he was ready to go fast! His next comment came when we stopped for a mid afternoon break in



Killarney and let him know our destination for the night would be Moose Mountain Provincial Park in Saskatchewan which was about another 3 hours of riding.

“WHAT, that’s as far as we’re going to go today?” he asked. He was ready to ride....fast AND hard! We weren’t!

As it turned out, when we were heading north and planning to turn west onto the #2, just outside the town of Minto dad’s bike decided it had already had enough! With smoke billowing out of the motor we limped it into town and parked in front of the one garage in town, whose shop owner just happened to live across the street. He was kind enough to open up shop on the holiday and do a compression test and it was discovered that there was a large hole in the piston. His bike wouldn’t be going anywhere, and as of today that it is where it “lies” until it can be picked up and possibly resurrected again.

After a ride to Brandon by the kind shop owner and a night to “cool off” at the Super 8 it was decided that we would go to plan “B”. That plan was to do the trip by car instead of by bike, so early Sunday morning my husband headed the 3 hours back home to do the exchange...borrowed bike for old high mileage VW Jetta.

Dad and I stayed back at the Super 8, dad licking his wounds and fighting back tears for the dream that already seemed to have “died”. “I’ll have to take some guff at the coffee shop” he said, “but that’s alright. I can do that. I’ve got nothing to prove to anybody. I just wanted to prove it to myself.” I felt bad for him...not for us...we had done the same trip last year by motorcycle. This was supposed to have been for him....for his “bucket list”. He had tried to convince us to send him home on the bus and continue without him but that wasn’t an option. We were determined to make this a memorable holiday for him, one way or the other!

Well about mid afternoon on Sunday plan “B” arrived but it looked different than what we had discussed. Instead of returning with the car, my husband had returned with his old Chevy pickup with the borrowed Honda strapped on the back! At least dad could still ride in the mountains, he reasoned, and we would follow him in the truck and then they could trade off riding as they wanted. It seemed better than plan “B” to all of us so in no time we were off and after putting some lost miles behind us we unloaded the bike in Wolesely, SK and dad began his “ride”.

With myself at the wheel of the truck my husband began his Kijiji search for a bike that may be for sale in our path of travel, for a price we could afford. After initially looking at one in Brandon and another one in Regina which didn’t prove to be suitable, he found one more that he was interested in near Swift Current. If this one was not “the one” we decided he would not search any further but we would continue on in the truck even though with no air-conditioning and a 10 day forecast of nothing but sun and heat this idea was seeming less than appealing for both of us.

This would not be the father/son/daughter-in-law motorcycle trip we had envisioned but we would try to make the best of it.

But this WAS “the one” so after a negotiation, a deal, our truck remaining behind as “collateral” until a check could clear, and a major “repacking” of bike gear we were back on track and happily heading for the hills – or more accurately, the mountains! We were back to plan “A” albeit with two totally different bikes than we originally were going to take on this adventure!

Nevertheless, an adventure it was! The next 13 days were filled with the most incredible breathtaking scenery on this side of heaven with dad enjoying every mile, every photo op, every meal (which wasn’t complete without white bread and dessert), every person he met and every snooze he could take no matter if he had a rock, a curb, a log, a tree, or his “German” helmet (yes he traded in his ski-doo helmet for this) as a pillow. He soaked in every bit of this adventure with the best of attitude, spirit, and wonderment at the awesomeness of it all. The sheer beauty of creation brought him to tears at times but I’m sure it was also the sadness of not having mom by his side (or behind him on the bike) to share this beauty with. Sure they had traveled somewhat in their 59 plus years of marriage but I believe only once, almost 40 years ago had they traveled through the mountains together, and then with a carload of children and young teenagers. This was so different! Dad was relaxed, feeling strong and healthy, fun-filled, ready to try anything, and in my eyes he looked ten years younger as he maneuvered those endless mountain curves with ease.

Whether it was setting up his pup tent and pumping up his air mattress for the seventh time, hiking down a steep mountain trail to camp beside a pristine lake and waterfall, or venturing into icy mountain streams or hot springs in spite of his fear of water, dad was determined to do it all....to have no regrets...to live life to the fullest on this trip.

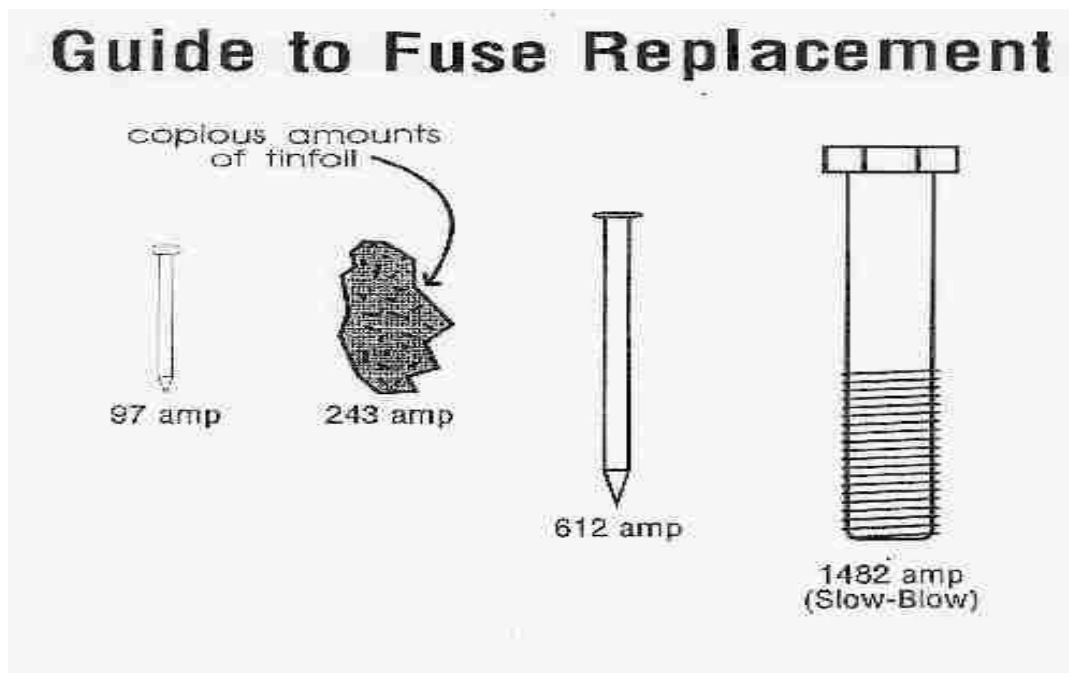
Along with the desire to travel to the mountains on motorcycle, dad mentioned soon after mom’s death that he would like to visit each one of his 15 grandchildren individually, wherever they lived. The 7 living within the province received regular visits from mom and dad and dad continues to connect with them regularly. But the 5 living out of province and the 3 living out of country may be a bit of a challenge. But after seeing dad rise to the challenges of this trip {on which he got to spend time with 2 of his “out of province” grandchildren} I have no doubt that he could make his way to each one of them, and each one of them would love to have him come!

I believe this trip brought a new zest for life and for living for dad as he proved that at 80 he could accomplish what he set out to do and much more as well! Not only

did dad receive encouragement from accomplishing his goal but everywhere he went he was himself an encouragement to others as he readily engaged in conversation with whoever might be around, whether young or old. He truly proved himself to be young at heart and wherever we went people were amazed at this young/old man who was on this amazing journey enjoying his “bucket list” ride to the fullest!

In spite of the heartbreak of “losing” his old 650 Yamaha that he had poured so much of his sweat and tears into he acknowledged that sometimes “God derails your plans in order to protect you”. Having his bike break down somewhere in the mountains may have been so much more traumatic and complicated! But because of the kindness and generosity of friends who lent us a bike that just happened to be a perfect fit for dad to ride, his love for motorcycling has not diminished in any way through all of this. Instead as I write this dad just purchased his dream bike, a 2009 650 V Star.....and who knows what tomorrow may bring....the ride continues....even after 80! Ride on dad!

Here is a solution for those electrical problems on your total restoration.



WHEN YOU WANT A BAGGER



**BUT IT'S NOT
IN YOUR BUDGET**



"His injuries are motorcycle related. He accidentally bumped into his wife's motorcycle, so she gave him a beating."

Antique Motorcycle Club of Manitoba June 20, 2017 – MINUTES 7:30 pm, Harley-Davidson of Winnipeg

1) President's Report – meeting called to order at 7:30 pm

- a) 43 attendees, 28 bikes!
- b) Donation of \$1,000 from estate of Joe Sawtus – let's ruminate:
 - i) We are restoring the MMC Dunlop trophies...can we use it for that?
 - ii) Should we create a Joe Sawtus memorial trophy?
 - iii) "Hey Stud" trophy?!
- c) Mystery part in the back of JT's truck: Stermig-Archar – 1932 – 2-4-8 sidevalve (flathead)

2) Secretary's Report – Kim:

- a) 135 members!
- b) Gerry Spindler's watches up for auction

3) Treasurer's report – Sarah:

- a) \$ 10,900 in the bank

4) Roster Update – Mark Baribeau

- a) Printed copies at the Rally

5) Newsletter update - Raymond:

- a) It was out early for the Sadie Grimm ride

6) WebMaster report – Greg Hygaard:

- a) ALL GOOD www.amcm.ca

7) Librarian and Regalia Report: Mike the Book:

- a) Badges, caps, 50/50
- b) **Remember that Mike the Book is retiring!** We need a volunteer to help out here folks!

8) 2017 Rally Update - Clarence:

- a) We need volunteers – duties are broken up into 2-hour slots, so please let Clarence know where you can help! Registration desk, regalia table, putting up highway signs, show n shine registration, etc.
- b) Any liquor brought to the banquet on Saturday requires you to have a LCBO receipt handy in the event a liquor inspector shows up
- c) Registration forms are here and are available on the amcm.ca site
- d) There will be Moto Guzzi test rides on Friday night and a static display Saturday afternoon – by Adventure Power Products.
- e) Remember 30km school zones 24/7/365!
- f) Folks going out for Saturday, meet at Oak Bluff Esso/Tim's for 7am to travel to Carman

9) Woman's Riders Group – Paul Peters – Sadie Grimm Ride June 11

- a) 168 riders registered
- b) \$7,000 raised
- c) Sadie will be inducted into the MB Hall of Fame
- d) Q: what is the final budget? A: estimate is \$20K

10) Upcoming Events:

- a) **June 20 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Rd - ****NOTE A WEEK EARLY*****
- b) **June 23-25 Bison Rally, Carman**

- c) **July 1** – Teulon Fair and Show n Shine Meet at Sals on route 90 and leave at 11. Set up by 12, free lunch, leave at 2. Jim Loewen is the contact 204-513-0205
- d) Sept 10 – Marion

11) ANY NEW BUSINESS?:

- a) Another MMC trophy project coming
- b) Donation gift card – for xxx – for Pony Corral for \$50, approved.
- c) Perimeteritis: 87 peeps, bucket covered all costs and donations too! Well done with the Museum too – was great!
- d) Greg Kendall: ROK Straps: great demonstration, and Greg will have some available at the Rally!

Meeting adjourned at 8:30 pm. Coffee meeting place is the Tim Horton's on Fermor after the meeting.

Antique Motorcycle Club of Manitoba July 25, 2017 – AGENDA 7:30 pm, Harley-Davidson of Winnipeg

12) President's Report – meeting called to order at 7:38 pm

- a) 44 attendees, 30 bikes! Guests Lance - Whizzer nut, Garth is a new member - welcome
- b) Donation of \$1,000 from estate of Joe Sawtus – we need to make a decision of what to do with this:
 - i) We are restoring the MMC Dunlop trophies...Joe was in the trophies from the '60s, although there are a number that are beyond restoration.
 - ii) There is a large wall plaque with members' names that needs restoring too.
 - iii) Joe Sawtus trophy at the Rally? The thinking is that the Bert Bentley trophy would suffice at this time.
- c) Mystery part provided by Kim – left-front turning signal for a 1966 Honda 50, it's red – the wrong colour!

13) Vice-President's Report – JT

- a) Working on the MMC trophy restoration

14) Treasurer's report – Sarah:

- a) \$ 9,435.98 in the bank
- b) Preliminary numbers from the Rally - \$500 loss and a detailed report to follow next meeting. Comments from Rick is that the numbers were down due to weather, and that better weather (meaning better turnout) would bring a profit. Also, there were a larger number of shirts ordered than sold, so, we will rethink the shirt orders for 2018. SPECIAL! \$15 per shirt tonight only!

15) 2017 Rally Update - Clarence:

- a) Thanks to the volunteers pulling all of this together
- b) The weather was nasty but the spirit was fantastic
- c) The Moto Guzzi team from Adventure Power Sports with the demo rides were great
- d) The games were OUTSTANDING! Thank-you Charleton brothers
- e) Thanks to all who brought prizes for the silent auction – we came through again this year!
- f) Ballot drawing for game prizes worked well
- g) The 2018 Rally Marque will be YAMAHA

- h) Live auction for the watches from Gerry Spindler's collection raised \$955 for Spina Bifida – whoot whoot

16) Secretary's Report – Kim:

- a) 135 members!
- b) Survey Monkey will be sent within the next couple of weeks – seeking your opinion on the Rally and other AMCM club activities. Will report back at the September meeting ☺

17) Roster Update – Mark Baribeau

- a) Printed copies are here – one copy per member!
- b) We will adjust the membership form for 2018 to include member interest/specialties to be included in the roster

18) Newsletter update - Raymond:

- a) Next date is August 22nd release....please send in the stories!

19) WebMaster report – Greg Hygaard:

- a) Will be putting together in a slide show on the website
- b) Group pictures and DVDs will be made by order: \$5 per item. We'll send an email out to the membership requesting folks to advise Greg if they want one

20) Librarian and Regalia Report: Mike the Book:

- a) Badges, caps, 50/50, Rally t-shirts are at \$15!
- b) **Remember that Mike the Book is retiring!** Dan Catte is willing to take this on, but if someone else is interested, let's talk!

21) MMC Trophy Update – Ross Metcalfe

- a) Tom Wilcox re-cast the MMC trophy for \$25 US!
- b) Tom will be given a 2018 membership to the AMCM as he is the holder of the other MMC – motioned, seconded, and carried

22) AMCA news – Ross Metcalfe

- a) Ross is Board Director!
- b) The AMCA has something for everyone and lots of road runs and swap meets – there is a Buffalo chapter (MB folks)!
- c) <http://www.antiquemotorcycle.org/>

23) August 26th meeting:

- a) Meet at HD @ 7:30 for a brief meeting, then ride to Dave Pritchard's for coffee and sweets

24) Canada Day Display at Teulon?

- a) Ralph gave an update – there were about 12-15 bikes and a good time!

25) South Beach Casino Show n Shine – Sunday, August 20th

- a) There is a link to the show website thru the amcm.ca/Events
- b) Registration for bikes is 9am-1pm, 3pm is awards
- c) Entry is no charge, coupon for BBQ, t-shirt
- d) Cash prizes for winners in class
- e) We will have the AMCM pop-up set up and will sell memberships and provide info about our club. We will need some volunteers to man this during the event – please contact Kim!
- f) Looking for a great attendance from the AMCM

26) 41st annual Corn Roast – John & Pat Choquette's Farm, Saturday, August 26th

- a) Meet at the Sals on Route 90 – be ready for a noon departure. Stop in Lockport for any beverages and a break...around 1:30 depart via Old Henderson Highway...to 59 and Hwy 77 North, east on that Road for approximately 2 miles. Dinner is fabulous, and “the hat will be passed” to help cover the costs. Choquette's phone number: 204-482-5001
- b) Do we want to have games on? Last year there was poor game participation – what do you think?
- c) Will send the map and reminder before this!

27)The Fishing Trip – Saturday, September 2

- a) Spina Bifida fund raising “The Fishing Trip” to Gimli – Meet at 11am in Stonewall at the Esso/Tim Hortons, intersection of #263 and #67.
- b) Ride together to Kris' Fish & Chips, Gimli. Eat as much as you like for \$10! OR – eat more than 10 walleye filets and hold the new club record!
- c) Then, on to a group picture by the Viking statue, followed by a ride home via fresh & smoked fish vendors. Bring your cooler in your saddlebags!
- d) The Fishing Trip is a fund-raising ride for our club charity Spina Bifida – so please pledge a rider or provide a donation. Any donations of \$20 or over will receive a receipt.

28)Tiddler Run

- a) Saturday, September 9th at Kim and Rick's – east of Lockport 2pm...ready to ride at 3pm. We will have refreshments on-hand
- b) All sizes of bikes are welcome and encouraged to come along for the ride. Those with 305cc and under will receive the coveted Tiddler Run wine!
- c) Will ride west on Hwy 44 to River Road south. Stop at park across from Larter's for a photo op. Back to Kim & Rick's for kibbutz and BBQ burgers. Bring a friend, spouse, kid for the BBQ – let's make this a really fun event! Do we want any bike games???

29)Memories Show n Shine in Selkirk waterfront – Sunday, August 13th

- a) We'll organize a ride with a start in Winnipeg and heading there to check out the displays.

30)ANY NEW BUSINESS?:

- a) Springfield Flying Club Fun Fly Fun dy – August 6th Antique planes

31)Upcoming Events:

- a) August 5-6th – Biggar, SK Rally
- b) August 13 – Memories Show n Shine – Selkirk Waterfront – club ride to see the displays - meet at Tim Hortons, 2500 Main St North, Winnipeg and ready to leave at 1pm. Ride up Henderson Hwy to Selkirk waterfront and wander the show at your leisure!
- c) August 20 – South Beach Casino Show n Shine
- d) August 26 – 41st annual Corn Roast at Choquette's farm
- e) August 27th – Corn and Apple festival Show n Shine, Morden
- f) Aug 27th – Beausejour Show n Shine
- g) Sept 2 – The Fishing Trip
- h) Sept 9 – Tiddler Run
- i) Sept 10 – Marion Show n Shine
- j) Sept 16 – HD Winnipeg Hot Rods & Harleys

Meeting adjourned at 8:40 pm. Coffee meeting place is the Tim Horton's on Fermor after the meeting.

Blast from the Past

Motorcycle matters by Bert Bentley

I was browsing through the spring 1964 issue of “antique motorcycles” and came across an article by Jim Lucas on old motorcycles which I thought would be of interest to our members. Here it is

Some rare old motorcycles

Devotees of the four cylinder motorcycle can usually be depended upon to know the names of “all” the makes of such American built cycles, yet how many have you heard include the name Gearhart in their list? There was such a bike, built to be sold commercially, although history fails to record if any were actually sold. At least one was made by Charles Gearhard of Mount Holly Springs, Pennsylvania, and exhibited at the Harrisburg Pennsylvania auto show in February 1912. Unfortunately no pictures can be found to illustrate this rare motorcycle.

The Gerhard has taken its place in the limbo of motorcycles along with several hundred other makes only a relatively few of which achieved any semblance of commercial success. Most of these successes, temporary or permanent, we will all know by name, but the short-lived or prototype only motorcycles are less likely to be remembered. This is natural but unfortunate because as a group they are more interesting than the cycles whose memory has survived do for the most part to the unusual even Bizarre design features which were often the cause of their downfall. For example the American motorcycles produced about 1905 (as a best guess) had of all the useless things imaginable on a motorcycle, a steering wheel!! The cycle was quite normal in all other respects in fact a close copy of the contemporary Indian, as were others of the day, but evidently the manufacturer, the great Western company, needed a gimmick to bring attention to its product and thus burdened the motorcycle with a feature almost no one wanted or would have on a bet. The Militaire single and twin models of 1912 also had a steering by a drag link and arm from an automotive type steering gearbox, while the American had its steering wheel mounted directly on the fork stem. The Militaire was another of the motorcycles which abounded in odd features such as the aforementioned steering, low frame, wooden spoked wheels, shrouded and fan cooled motors, friction transmission and rear idler wheels, but didn't set with the public acceptance necessary for continued production.

Still a third motorcycle was available in 1910 with a Steering wheel in common with the Militaire, the Moore had shrouded cylinders (water cooled and horizontal, however), outrigger idler wheels, wood spoke wheels, and enclosed “bodywork”. Also in common with the Militaire, it originated in Cleveland Ohio which suggests that it may have been a predecessor of that motorcycle. It also had a windshield possibly the first on a

motorcycle and a slot in which the universal jointed steering column could be moved to allow easy access to the seat.

The 1911 Kokomo single cylinder cycle had no particularly new unique features, but is included only as an example of the many new brands of motorcycles that appeared on the market just before the first world war and which disappeared within a few years. Wonder if any of the people living in the Kokomo Indiana area knew that this motorcycle existed? No record of production or advertising has been found past the 1910 announcement.

The 1910 Wood was quite possibly at one of. It was built by JJ wouldn't of Denver Colorado, to prove his theories on the practicability of the two stroke engine for motorcycles. Two days after he finished the cycle, and with only one day in which to try it out, he embarked on a highly successful 3 day 325 mile trip over Sandy and Mountainous roads. He seemed rather pleased with the results, particularly the gas and oil consumption of 4 gallons and 1 quart respectively. Whether or not this machine was Serially produced , I do not know, but one of the members of the Antique Motorcycle Club of America lists in his collection, a "1914 Wood two speed".

Speaking of two strokes, the 1910 Marathon was a two-stroke twin with separate crank case compression for the two cylinders and a distributor to direct the flow of mixture from the single Carburettor to the two crankcases. This machine produced by LE roads of Hartford Connecticut had that to speed sliding gear transmission and a shaft drive among its many special features.

The last motorcycle to be mentioned here is a rare model of rare make- (the 1909 & Curtis three cylinder bike). It had two carburettors, one for the rear cylinder and one for the two forward cylinders; must have a so-and-so to tune-up!!! The motorcycle was advertised as the most powerful regularly built motorcycle in the world.

These are but a few of the many interesting, unusual, and rare old motorcycles. The era from about 1910 to 1915 saw an intensive effort on the part of manufactures, inventors, and backyard mechanics to develop something that would "catch on" and bring them a portion of the profits to be made in the very rapidly expanding motorcycle market. Other periods had their "oddballs" and their production ups and downs, but this is the era during which the majority of makes of American motorcycles first were produced and lived out there a very short lives. One nice thing about it, these many manufactures created a great many rarities for the collector of today to enjoy seeking out.

As some reference is made herein to four-cylinder motor cycles, I will devote my next "Motorcycle Matters" to some of these interesting old machine.

See you next month
Bert Bentley

* BUY * SELL * WANTS * DON'T WANTS

WANTED! Villiers powered motorcycles, parts, literature, advertising, projects. Looking for barn fresh, rough projects or even the smallest parts for Villiers powered bikes. They include : Famous James, New Hudson, Dot , Greeves, Francis Barnetts, Cotton....Villiers powered over a hundred different motorcycles in its history. Am restoring and running various bikes and require parts for them all . Motor sizes include : 98 cc single speed and two speed, 122 cc 3 speed, 197cc 3 speed. no part too small . Please call Keith Blais 204-226-2979. **SAVE THE RUST!**

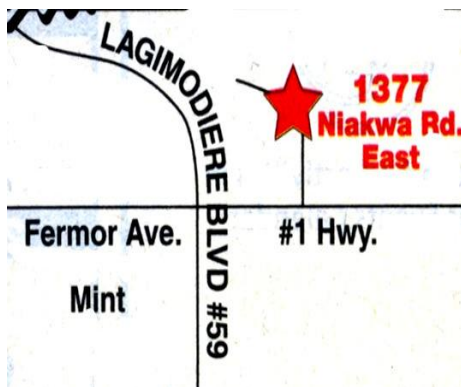
For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

Looking for pre 1960 motorcycles, parts, advertising, memorabilia. I will look at all makes and ages of items. The older the better. Also looking for items pertaining to old local bike shops, ben Benson info and items he produced. I will also look into buying complete collections of old parts. I'd buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979

"WANTED: Any old MC engine pre-1920 that can be rebuilt to build a replica around. Let me know what you have and what you are asking for it. Dianne winnonad@yahoo.com"

Wanted!!!! To complete Manitoba Motorcycle license Plate run 1919, 1922, 1927 and also a WW2 Leather dispatch rider's Jerkin Contact Ross at moose102@my mts.net or 831-8165 and I'll make you rich.

Wanted Rear cylinder head for a 1974 FLH shovelhead.
Call Gord Gowie [204 389 3194](tel:2043893194)



Meetings at 7:30 p.m. LAST Tuesday of the month at:
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2017 Events

CONFIRMED AMCM ACTIVITIES for Vintage Plate use –CAVP

CAVP Aug 23/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Aug 25/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

Aug 25-27/17- Run Through the Park Family Motorcycle Poker Run 20 minutes north of Nepawa on hwy 5 then 4 miles west on Rd. 99 21 5 St Riding Mountain MB ,Canada Cont. Shawna or Frank 204-867-2075 or [www.facebook.com /Runthruthepark/](http://www.facebook.com/Runthruthepark/)

CAVP Aug 26/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Aug 26/17 - **AMCM's 41st Annual Corn Roast at the Choquette farm in East Selkirk**

CAVP Aug 27/17 - Motorcycle Display at the Pony Coral on Grant Avenue

Aug 27/17- Shades of the Past Car Show Park Ave, Beausejour Parking for Motorcycles 9am-5pm

CAVP Aug 27/17 - **Morden Corn & Apple Festival** display at the Hot Rods & Harleys event; sponsored by Gaslight Harley

CAVP Aug 29/17 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.

CAVP Aug 30/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Sept 1/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Sept 2/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Sept 2/17 - **Spina Bifida fundraising tour; "The Fishing Trip" to Gimli**

CAVP Sept 3/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Sept 8/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Sept 9/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

Sept 9/17- Harley Davidson of Winnipeg "Test our metal 2018 Models"1377 Niakwa Rd. E Wpg. 204-254-3974 www.harleydavidsonwinnipeg.ca

Sept 9/17- Rolling Plains Motorcycle Assoc. Ridgeville Run. Leave 11am Frantz Motor Inn Steinbach. Cont. Colin 204-371-9636 or falk_23@hotmail.com

Sept 9/17- Lean on Me – Suicide Awareness Registration and Breakfast 9am Red River Exhibition Park. \$10 Lunch Portage la Prairie. Final Brandon. Cont. Kris goodmankt@shaw.ca or 204-782-6606

Sept 10/17 Project new hope Green Acres Park Teulon MB. Canada 8 Ave SE Contact Dave (204) 206-0297 davidleduchowski@gmail.com Website www.projectnewhopecanada.com

Sept 10/17- Gaslight Harley Davidson Test our metal 2018 Models Demo rides 999 Thornhill St. Morden Mb. 10am-4pm Ph 822-5877 or www.gaslighthd.com

Sept 10/17- Marion Hotel / WHRA Show n Shine 393 Marion St. Register 11:00am-1:00pm Contact Laneil at Marion Hotel 204-233-1477

CAVP Sept 10/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Sept 13/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Sept 15/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Sept 16/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Sept 16/17 - **HD of Winnipeg Show & Shine** with a vintage motorcycle display 9am-4pm 204-254-3974 www.harleydavidsonwinnipeg.ca

CAVP Sept 17/17 - Motorcycle Display at the Pony Coral on Grant Avenue

Sept 17/17- CMMG Annual Poker Derby Register 9:30-11:00 at Harley Davidson of Winnipeg (Rain date Sept 24) Contact houghtnd@mymts.net or www.cmmg.org

CAVP Sept 22/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Sept 23/17- President's Lunch Run leaving from Tim Horton's on North Main Street

Sept 23/17- Winnipeg Harley Riders Freeze-up Dice Run 9-10am meet at Harley Davidson of Winnipeg (Rain date Sept. 30) Contact Danny 204-795-6035

CAVP Sept 24/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Sept 26/17 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.

CAVP Sept 27/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Sept 29/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Sept 30/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Oct 1/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Oct 6/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Oct 11/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Oct 7/17- President's Lunch Run leaving from Tim Horton's on North Main Street

Oct 7/17- Rolling Plains Motorcycle Assoc, Woodridge Run 11am Frantz Motor Inn Steinbach Contact Collin 204-371-9636 or falk_23@hotmail.com

CAVP Oct 8/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Oct 13/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Oct 14/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Oct 15/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Oct 20/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Oct 21/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Oct 22/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Oct 25/17 - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914 Meet at the Nellie McClung statue on the grounds of the Legislature

CAVP Oct 27/17 - Club Garage Hop leaving from Tim Horton's on North Main Street

CAVP Oct 28/17 - **President's Lunch Run** leaving from Tim Horton's on North Main Street

CAVP Oct 29/17 - Motorcycle Display at the Pony Coral on Grant Avenue

CAVP Oct 31/17 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.

CAVP Nov 28, 2017 – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road.