



Sept-Oct 2018

**RUST 'N PIECES**

Volume 41 No 5

# Bonneville



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of Manitoba Inc.**

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# Pres' words Hi AMCM / MMC Members,

Too bad summer came to such a sudden end. I hope some of you had the opportunity to get out for the few days that have been nice since early September. We have had a great summer of AMCM events like the Rally, Corn Roast and Tiddler Run, and attendance at excellent events such as Teulon Ride-in Rally, South Beach Casino and the Distinguished Gentlemen's Ride.

As many of you know, I have returned to full-time work after retiring from CP Rail. I am really enjoying working with Cando Rail and leading a new division of remote locomotive repair and maintenance. All of this "fun" has me often travelling to client sites and continues to do so for the foreseeable future. I raise this to you as I have been finding less and less time to work on personal projects: my shop build, giving our own bikes attention, and of course this affects my attention to the AMCM. I already know that I cannot attend November's meeting – which is election night – due to travel with work. With all of this at hand, the right thing to do is to step down as President and allow some fresh faces and ideas to come forward.

So, the AMCM needs your help. The roles of President and Vice-President are not "hard" nor are they particularly time-consuming. You have continuing support with Sarah as Treasurer and Kim as Secretary. I've always thought (along with past-president Ross Metcalfe) that it is good to change Presidents every few years – new ideas & leadership keep a club healthy and strong. And hey, the AMCM is very healthy and strong with the largest membership we have ever had!

I know we have some great candidates for Prez and Vice-Prez positions. Give this some thought, ask questions if you need to, and let's form a new Executive team come November. I'll talk more about this change at the October meeting and am looking forward to some members taking on Prez and VP – it's time!

Thanks everyone – and remember that YOU are the AMCM/MMC – all of us make this a great club!

**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 Klan**

# Antique Harley sets record at Bonneville Speedway!

**2017**- we set a record of 124 mph in 1650cc class with our 1942 1360cc Harley big twin flathead model U (yes, we are giving up a lot of cubic inches by being in this class). It was set in fuel class, but in reality we were running 85 octane pump gas... when you bring your own carboy of gas, you are automatically placed in "Fuel" class. We wanted to use low octane because a low compression flathead (6:1) doesn't work as well with the slower-burning properties of the 100 octane gasoline supplied at the race meet. Last year, the track was in horrible condition (many riders who normally run 120 to 140 mph were bailing out at 100 due to the pot-holes and ruts in the "measured mile" portion of the track). In spite of this, Ted had several one-way runs of 127.

This year, we installed a nitrous kit on the bike. The track was in excellent condition, but because of the abnormally cool weather (68-70 degrees F.) we immediately had problems with our nitrous feed. On the runs where it worked (at best, sporadically) we topped 132 mph, and on the runs where it didn't work at all we did about 126.

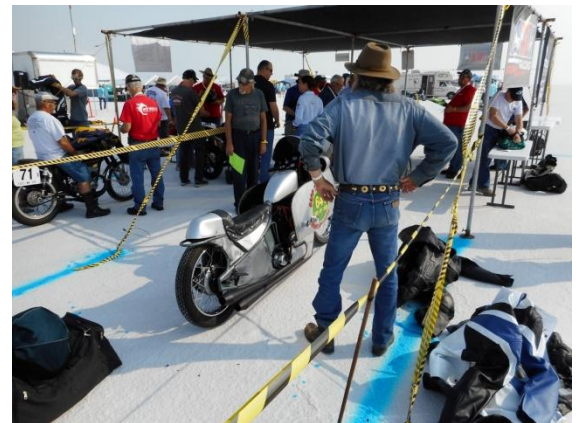
**On August 26, 2018**, a 1942 Harley Davidson UL motorcycle sponsored by Dean Capp of Capp Transport (in Alonsa) set a new land speed record at Bonneville International Speedway in Utah.

The purpose-built racing bike achieved speeds of 132.242 MPH through the measured mile on the down run and 126.675 MPH on the return run, for an average speed of 129.459 MPH and a new AMA National record in Vintage Class.

The flathead-engined motorcycle was built by Ted Hector of Alonsa and Gary MacDonald of McCreary. Ted piloted the machine on its record runs. The bike originated from a WWII army base in Quebec, and in later years saw use as MacDonald's daily rider.

The Bonneville Salt Flats have been a Mecca for speed freaks for over half a century... all trying to get their names in the record books by setting the fastest speed in their given displacement class. Every August, competitors come from all over the world to put their machines to the test.

"GOOD LUCK"



LINED UP FOR SCRUTINEERING



INSPECTOR DREW PLACING THE  
AMA STICKER ON OUR BIKE







RICK JONES & TED GETTING LINED UP AT THE STARTING LINE

THE BIKE IS RUNNING. WE ARE WAITING FOR THE TRACK TO CLEAR AND THE GREEN FLAG

While many of them are from the US, there are also teams from Canada, England, Germany, Australia, New Zealand and Japan. It is "Holy Ground" for racers and "gear-heads" alike.

The track site is on a huge dried-up lakebed, and the salt surface is as flat as a table for as far as the eye can see, making it an excellent venue for speed trials. On the negative side, high summer temperatures and the 4212 ft. elevation reduce power by about 20% compared to sea level, making records very hard-won. If your bike does 100 MPH in Manitoba, it will only do about 80 on the salt flats. For this reason, Bonneville is often referred to as "The Great White Dyno"!

The races are truly a spectacle and a "must-do" on every motorcycle enthusiast's "bucket-list". The team intends to return next year with a goal of 140 MPH in mind!

Gary MacDonald



TED HEARS ABOUT HIS 132 MPH PASS



As many of our members know, Royal Enfield began in England in the 1890s, and the last one sold in Canada in 1970.

# India

As you know, I spent 15 days in India a couple months ago. There are literally of millions of motorcycles on the roads. Most of them of the 125cc variety, with every second motorcycle a Honda Hero.



But in India, they continue to make the 500cc Bullet which, in that country, is a very large motorcycle. Even though they are made in India, the Royal Enfield is rare as they are expensive compared to the small bore bikes.

I just happened upon the local Royal Enfield club in Delhi as our tour made a lunch stop at a roadside restaurant. In the parking lot, there were 40 or 50 bikers all wearing red t-shirts. They told me that on April 8th (that day), every Royal Enfield club in the world was out for a ride titled “One Ride Around the World”.







You would have thought it was our corn roast as they were having a blast playing games such as Slo Races.

My last comment would be, Royal Enfield is the only motorcycle company that can boast having spanned three centuries.

Hope you can squeeze this little writeup on the webpage as I gave my new friends over their our club webpage address.

**Cheers. Ross.**





# The club works.

Here is a pic of Mr Pritchard standing with my "finally finished" latest project. He looks pleased. I was hesitant to remind him it wasn't a Norton. Thanks again for all the help Dave.

John & Lillian Moralee





# Mystery member solved



In the June newsletter we had a mystery for you and we even had John T wondering. He was riding a mid 60's Royal Enfield 250 Crusader. The picture was taken in Bristol England in the summer of 1972.

He is an active member of the club and a very good sport. Meet Barry Fudge.



He now rides a 1973 Triumph Trident 750 pic taken September 2018 Gimli fishing trip.

Thanks Barry



# Limerick of the Month



***Our Parade leader is Greg O'Kane  
We all follow behind, like a train.  
On his trusty BMW,  
they very rarely trouble you.  
On the next Parade, he'll lead again.***



## Did you Know The Sidecar

As much as I love motorcycling and looked forward to making frequent rides just for the joy of it, it was bothering me that I would have to leave Bella at home until I discovered "sidecar dogs" and how many people ride with their dogs.

A sidecar would also offer a number of advantages, such as going for groceries on the bike, riding earlier in

the spring and later in the fall, and the increased visibility and stability on the bike so I started looking for an inexpensive sidecar. I found one on the other side of the province and took delivery of it in January (2015). It is a Velorex 700.

The sidecar came off of a Yamaha so I would have to fabricate mounts for the Harley FXD but I had done my homework and had a good idea how to proceed.

Also a good time to get Bella used to wearing Doggles!



Fabricating the lower rear mount was the most challenging as there was very few options for attachment! The lower rear mount grips to a 1" solid steel bar that passes between the rear of the frame members and sits tight against the bottom of the

frame. The original design used one 'saddle' but was revised to two to spread out the load and provide greater rigidity.



The 1" bar passes through both frame members and extends out the left side for the passenger's foot peg so this mount isn't going anywhere!



The lower front mount attaches to the forward-control mounting boss on the motorcycle frame and is made from heavy plate for strength.



The upper front mount attaches to two bolt holes provided in the upper part of the front riser tubes on the frame. In the final version, the strut was extended and the arm on the mount was shortened.

The upper rear mount is fabricated from 1-1/4" shafting. The attachment to the bike is a drilled and tapped hole that thread on in place of the shock absorber retaining nut and provides an M18-1.5 thread for the sidecar clevis. I am not happy with this mount and will be looking at alternatives!



I wracked my (feeble) brain for another way to do the upper rear mount! I took the saddle bag off but there is only a 3/8 bolt and the frame isn't very thick at that point. I looked at the shock absorber mount and it might be possible to fabricate a flat bar from the shock absorber mounting bolt to the mount for the passenger's foot peg mount but it would be pretty complicated. So, for now, I will go with my original plan. Mounts complete and installed. Alignment completed (P.I.T.A. job!) all nuts and adjustments tightened and all secured with cotter keys! Gave everything a coat of black paint for corrosion protection and protection from flying stones. Next step is to reinstall the body.

Tested Bella in the Vorlex body and found it not suitable. The cockpit is too short and a bar across the back of the windshield effectively cuts the length in half. In addition, the sides are far too high for her to get into or out of easily.







So the Velorex body was removed and a wooden body started. The floor is 1/2 plywood framed with 2x2. The flat front and rear panels are also 1/2" plywood. All joints are glued and screwed.

The sides and top are framed with 2x2 and sheeted with 1/4" plywood



But when I completed the body I found that it was too narrow for Bella to turn around! She didn't like it and neither did I.



After thinking about it for a few days, I decided to try cutting down the sides before scraping the whole body and starting again but that worked! She has room to turn around. In fact she likes the sidecar so much, that is the first place she goes when we go to the shop! I have trouble keeping her out of there so I can work on it.



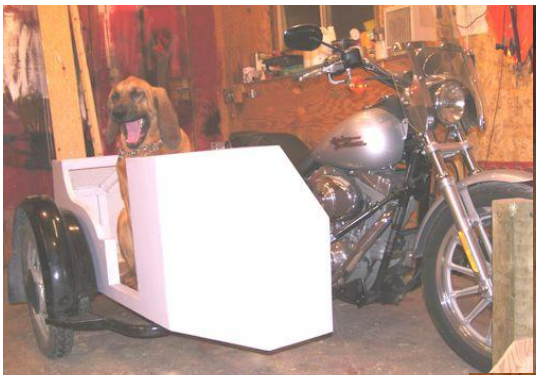
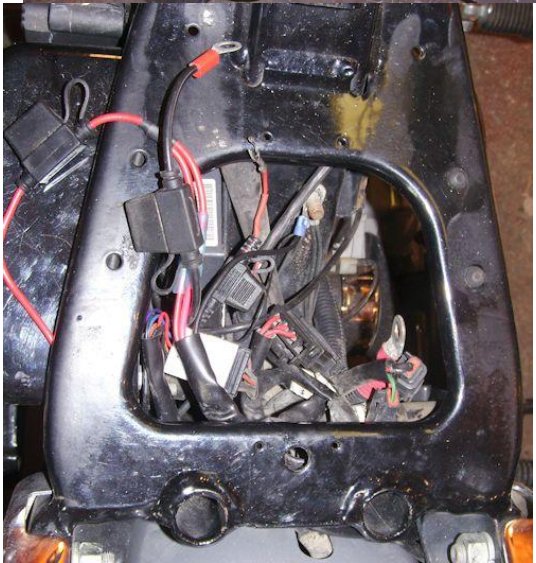


Reinforcements were added to strengthen the sheets that were cut and to give a more finished edge.

The next job - and one I wasn't looking forward to, was to install the trailer wiring kit on the Harley. There is NO ROOM to install anything and the lack of space makes working a PITA! I was NOT happy with the

Tremclad "aluminum" paint! The finish was too irregular and far too soft so it was time to scrape/sand to remove the aluminum finish and go with something else. With her sidecar up on sawhorses, poor Bella would stand in the middle of the frame (where the sidecar SHOULD have been) and just look SAD! When I set the body back on the frame, she climbed in before I had a chance to bolt it down.

With the body repainted, it was time to add the wiring in the car and to the bike.



Removable "safety bars" were added along the top of the car to ensure Bella doesn't fall out on the road and the door was added.



Getting there! Almost done :) The lights were installed - a white LED spot lamp on the front ..and two LED tail lamps on the rear.



The lamp on the right is a tail lamp plus right turn signal and the one to the left of it is tail lamp plus brake lamp.





Next step was a rain cover for those days when I don't have the pooch with me. I just happened to have some fabric left over from god-knows-what project years ago and I had snap fasteners from the canvas work I did on my boat so the total cost was \$0 !



One more important step was a windshield. I procrastinated for weeks because I wanted a removable windshield and thought I would have to buy something. But I found some polycarbonate sheet at the local



lumber yard for \$7.00 so decided to do it myself. The rest of the materials came from 'shop surplus' so the total cost of the windshield was \$7.00. I hope the glue will hold in a 100 Km wind!

A very crude 'jig' held the polycarbonate sheet and the Plexiglas base together while the glue set. And here is the reward..... Diane Best





# Antique Motorcycle Club of Manitoba August 28, 2018 – MINUTES

7:30 pm, Harley-Davidson of Winnipeg

- 1) **President's Report – meeting called to order at 7:30 pm**
  - a) 52 attendees, 25 bikes, Guests: 2 guests – WELCOME!
  - b) Mystery part provided by John Thompson – a Brooklands (sp?) can!
  - c) Again folks – watch out for those scams via email – they look legitimate, but do not send any money or purchase anything without any double checking with your AMCM executive!
- 2) **Vice-President's Report – John Thompson**
  - a) South Beach Casino Show and Shine update: record of attendance broken again: 1,174 bikes registered and 200+ in the back parking lot. There were just under 1,800 burgers served. 1 winner from the club – Ralph – congratulations!!!! ☺
  - b) Some adjustments to make in the future to help out for the judges
  - c) There seemed to be some new and different bikes out this time – 2 x DKWs: he start of the Bantam, Harley Hummer and first Yamaha!
- 3) **Treasurer's report – Sarah**      \$7,800+ in bank
- 4) **Secretary's Report – Kim:**
  - a) 162 members!!!
  - b) Survey Results presentation
- 5) **Roster Update – Mark**
  - a) Rosters have been mailed out last week to those without email addresses and to those who request one to be mailed as they couldn't make a meeting!
  - b) New members are welcome to help themselves- existing members, **please take one** ☺
  - c) Plan ahead! If you are interested in either having a picture, or changing your existing picture, please send the picture to Mark!
- 6) **2018 and 2019 Rally Update - Clarence:**
  - a) 2018 Rally had a deficit of \$3,456
  - b) We will use the survey results to help plan for the next Rally
  - c) We need to get more people out and we need to look at our costs! We certainly are seeing less people staying and paying for campsites. We also believe that there are lower cost options for caterers.
  - d) Criteria for a Rally: Need a hall for meeting and banquet, campground, place for the Show and Shine, place for the games
  - e) We need to book a place by the end of September
  - f) Stonewall: Pros – great town and park – excellent for a parade; park grounds for the show n shine; good highway access; town is very interested in having us there; expectation that more Winnipeggers know where Stonewall is over Ste. Agathe; motel. Cons: halls are quite a distance...riding/driving from the campground; campground is not exclusive to our group – they would give us 30 sites for the group and we would need security while we are away; costs are expected to be around the same as Carman.
  - g) Ste. Agathe: Pros – great price (\$1800 for the new building and we get the use of the whole campground); group firepit; large parking lot; will try to book Show n Shine in town; great proximity to South Winnipeg; scenic rides along the east side of the Red, fenced campground; good highway access; motel, B&B. Cons – no air conditioning (big open doors for cross breezes); open campground near the highway – there are some trees; not much of a downtown, so not sure what the parade or show and shine external attendees
- 7) **Newsletter update - Raymond:**
  - a) It is here!   b) please send in stories and pics to Rainman!
- 8) **WebMaster report – Greg Hygaard:**
  - a) Events are all posted – have a look

b) Pictures from the Rally – hard copy orders are being taken, please contact Greg - \$5 for a 5x7

**9) Librarian and Regalia Report: Dan Catte**

- a) Some few old catalogs were brought from the collection, and some photo albums too!
- b) 50/50 tickets are here – please buy after the meeting
- c) Regalia is here: 2 large patches and 4 x baseball caps sold last meeting! Good job!

**10) Corn Roast Update/Results:** Pat or John Choquette – very successful with a rich kitty at the end of the night (\$465 for SB). About 62 or so folks all told. Some games were held and the kids (old and young) were ripping around on dirt bikes.

**11) September 1<sup>st</sup> AMCM Fishing Trip update:** Chas presented. Spina Bifida fundraising tour; "The Fishing Trip" to Gimli. – Meet at 11am in Stonewall at the Esso/Tim Hortons, intersection of #263 and #67. Ride together to Kris' Fish & Chips, Gimli We expect to be at Kris's by 12'ish. They usually have a special for us – about \$10 a person. 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! 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.

**12) September 8<sup>th</sup> Tiddler Run:** Lockport to Selkirk River Run – OPEN to all years, makes, models, sizes of motorcycles. All 305cc and under bike riders receive a bottle of the AMCM Tiddler Run wine – it was an excellent week! BBQ at Prez Rick's place: an email will be sent asking for those to RSVP so we have a good count for food! Held rain or shine ☺

**13) Gentlemen's Ride Update by guest Richard Bennett**

- a) Posters available for the ride – <https://www.gentlemansride.com/>
- b) Fundraiser under "Movember Foundation" for men's mental health and prostate issues.
- c) There is a "style guide" and requirement for entry: classic bike, chopper, bobbers, café racer style, scooters....Wear tweed, dress pants, dress shirts, groovy shoes...
- d) Obey traffic laws – this is not a parade!
- e) 4 stops on the ride: meet at Unicity Canadian Tire parking lot 11am – 1pm; TacoTime on Portage near Polo Park; Sweet Tops – Henderson; Half Moon – Lockport.
- f) Please register online
- g) Open for women too!!!!
- h) Looking for volunteers to be group leaders – riding in groups of 5

**14) Moto-49 presentation by Louis Rondeau**

- a) Member Louis Rondeau presented on a new business venture he and his wife are starting: a community garage with lifts, tools, great coffee and meeting place
- b) Check out the website <https://www.moto-49.ca/> and please complete the survey to help them plan for this new, exciting venture! <https://www.surveymonkey.com/r/CS2DPHM>

**15) ANY NEW BUSINESS?:**

- a) Greg Kendall is well-stock with Rock Straps, including dog collars and leashes
- b) Nish has a couple of bikes for sale – check them out!

**16) Upcoming Events (plus check the Sanctioned Ride list for repeated rides to use your Vintage plates!):**

- **September 1** - Spina Bifida fundraising tour; "The Fishing Trip" to Gimli
  - **September 8** – Tiddler Run, Lockport to Selkirk River Run
  - **September 9** – Marion Hotel Show n Shine - CANCELLED
  - **September 22** - HD of Winnipeg Show & Shine with a vintage motorcycle display
  - **September 28** – AMCM Meeting night, 7:30pm @ HD Winnipeg, Niakwa Rd
  - **September 30** – Distinguished Gentlemen's Ride
- Meeting adjourned at 8:50 pm. Coffee meeting place is the Tim Horton's on Fermor after the meeting.



**Antique Motorcycle Club of Manitoba September 25,2018 MINUTES**  
**7:30 pm, Harley-Davidson of Winnipeg**

Meeting called to order at 19:30

Chaired by Vice President JT, President and Secretary absent

1. Remaining wine from Tiddler Run available for sale, see JY
  2. No guests or new faces, no bike count completed
  3. President's Report & updates
    - a. Fishing trip went well, raised just over \$1600 for Spina Bifida. Idea brought forth to move the Fishing Trip to the second weekend in September and trade with the Tiddler Run, to ensure pickerel is available for purchase in Gimli
    - b. Tiddler Run was a success, about 20 Tiddlers. Note that the usual Charleton Bike Failure occurred
    - c. HD Show & Shine was well-run with low attendance due to the weather
  4. Treasurer's Report
    - a. Account balance of \$7 241.55 as of 2018-09-25
  5. Newsletter – keep sending stories & photos!
  6. Library Report
    - a. More material available in the archived items. Two members have donated more items, and the new items are being sorted. Dan Catte is still working on the indexing of the library, which will eventually be available on the website.
    - b. Tech Night aiming for November start-up, hoping for more mechanical topics, and looking for volunteers to present
  7. Webmaster Report
    - a. Site has been updated and cleaned up, and the rally montage is coming! Rally photos sold for \$5 each
  8. Rally Update
    - a. Ste Agathe will be the location, Treasurer to mail the deposit cheque to book the weekend. We will be able to block off the main drive to the campground for security, and there are gates on site to do so.
    - b. Tom H noted that members should treat the Rally as an obligation, and encourage others to attend.
    - c. Discussion ensued on the timing of the Rally, with suggestions to move it. No official motion made
  9. New Business
    - a. Tom H shared that the SB Bud Spud & Steak is on 2018-10-20 in Morden, with tickets at \$25 each
    - b. The Christmas Party will be 2018-12-11 at the Pony on Grant
    - c. Ross M shared that a 1968 Royal Enfield Interceptor is available for sale for \$9600 – see him for details
    - d. Rally shirts remain available for \$20 ladies tanks or \$25 for sweatshirts
    - e. Keith Blais will be happy to host Movie Night again in January
- Meeting adjourned at 20:35

## \* 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!**

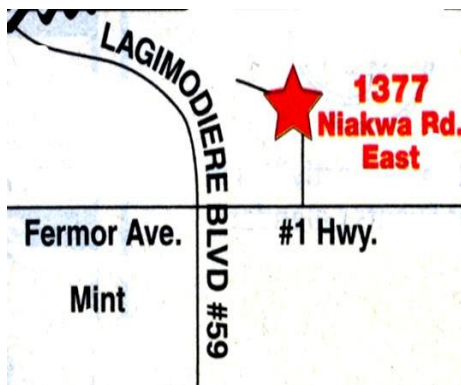
**For sale.** Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

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](mailto: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: Stator for 1979 Yamaha YZ125F** Some Yamaha 100-250cc applications will work between 1977-1980. Please contact with what you have. Jim Moore (204)467-5637 thelegend@mymts.net



**Meetings at 7:30 p.m. LAST Tuesday of the month at:**  
**HARLEY-DAVIDSON WINNIPEG**  
1377 Niakwa Rd. East  
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## More For Sale for \$3,500

1917 Indian Power Plus Frame or willing to trade for 1913 Indian Hedstrom Motorcycle Frame or parts.

Contact Kim Wiklund 1-204-242-2048 Cell 1-204-825-7297



I have a 1936 HD with a rebuilt 1975 shovelhead engine and assorted associated parts for an almost complete bike for sale - asking \$3500.00. please give me a phone call at 204-389-3194 any evening Gord Gowie

## 2018 Events

**October 24/18** - Ride Honouring MB Women Motorcycle Riders (Sadie Grimm Gold Medalist 1914) - meet at the **Nellie McClung** statue on the grounds of the Legislature

**October 26/18** – “Club Garage Hop” leaving from Tim Horton’s on North Main Street

**October 27/18** - President’s Lunch Run leaving from Tim Horton's on North Main Street

**October 30/18-Club Meetings** (last Tuesday of each month in the HD Winnipeg Board Room) Niakwa Rd. EastWinnipeg MB 254-3974

**November 27/18-Club Meetings** (last Tuesday of each month in the HD Winnipeg Board Room) Niakwa Rd. EastWinnipeg MB 254-3974

**December 11/2018 Christmas Party** at the Pony Corral on Grant

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