



2019 Marque BSA

Jan-Feb 2019

RUST 'N PIECES

Volume 42 No 1



19th annual Bison Classic Motorcycle Rally

June 21nd-23th 2019

Cartier Park
Ste. Agathe MB

Show "N" Shine

More Info
amcm.ca

CAMPING

This Year's
Featured Marque

BSA

Presented by:

Antique Motorcycle Club
Or Manitoba Inc.



All makes and age motorcycles
welcome

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Prez's Note

Hi All,

This is your new President Barry Fudge.

Just a brief history with my love affair with Bikes. It all started back in Bristol England 1973, when I got my first bike, a 1958 Royal Enfield 250 Crusade. Had this bike for about 2 years then moved on to a BAS 250 C15. I kept this bike for about 2 years and then took a few year's break from bikes, (got into cars), Then in the late 70's, I went back to bike's and I got a Suzuki GT 250 Ram Air, a great fast little bike. Traded this bike in for a monster 1975 CB 750 Honda, an amazing bike, I had lots of fun on it. Again, left bikes for a year or 2, then bought my self a brand new Yamaha 750 Seca, this was a brilliant bike, took it all the way to the south of France and back. Unfortunately had to sell the bike, got divorced, about 3 years later, bought another Honda this time the CB 900F, kept this Bike for about 4 years, final had to sell her. Took a ten-year break from bikes until my brother in law got himself pre-unit Triumph 500. I started helping him get the bike up and running and started to look for one myself. I found one in October 1995, a 1958 Triumph 500 unit construction and I've have owned it ever since. I brought it to Canada in 2000 and have acquired 3 more triumph's since, my most recent acquisition is a Triumph Trident 750 Triple. Enough about me. It was great to see all who attended Tech Night at Rick and Kim's place. A big Thank You for the hospitality. I think we all came away with some new knowledge about carbs in general. I was unable to attend the Movie night due to serve cold weather, but I understand it was a great night, and Ken signed up 2 new members.

The next club monthly meeting is Tuesday 26 Feb at 7:30pm at HD Winnipeg 1377 Niakwa Rd. East.

We all need to be thinking about CycleRama in April.

Hope you are all getting ready for the riding season, hopefully we will have with some new rides added to the list. Have a great rest of winter, I'll see you in February.

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

BSA Marque

What do the Crimean War, the manufacturing of rifles, and the building of bicycles have in common? They're all events that led up to the British Birmingham Small Arms Co. — better known to the world as BSA

BSA began in June 1861 in the Gun Quarter, Birmingham, England. It was formed by a group of fourteen gunsmith members of the Birmingham Small Arms Trade Association specifically to manufacture guns by machinery. They were encouraged to do this by the War Office War which gave the BSA gunsmiths free access to technical drawings and to the War Office's Board of Ordnance's Royal Small Arms Factory at Enfield. New machinery developed in the USA installed at Enfield had greatly increased its output without needing more skilled craftsmen. This new machinery brought to Birmingham the principle of the interchangeability of Parts.

BSA bought 25 acres (10 ha) of land at Small Heath, Birmingham, built a factory there and made a road on the site calling it Armoury Road. Their enterprise was rewarded in 1863 with an order for 20,000 Turkish infantry rifles.

The system of management of BSA was changed in 1863 when shareholders elected a Board of Directors: Joseph Wilson, Samuel Buckley, Isaac Hollis, Charles Playfair, Charles Pryse, Birmingham mayor Sir John Ratcliffe (c.1798-1864), Edward Gem, and J.F. Swinburn under the chairmanship of John Dent Goodmaa (1816-1900).

The next year, 1880, BSA branched out into bicycle manufacture. The gun factory proved remarkably adaptable to the manufacture of cycle parts. What cycles needed was large quantities of standard parts accurately machined at low prices. In 1880 BSA manufactured the Otto Bicycle, In the 1880s the company began to manufacture safety bicycles on their own account. Bicycle production ceased in 1887 as the company concentrated on producing the Lee-Metford magazine-loading rifle for the War Office which was re-equipping the British Army with it. The order was for 1,200 rifles per week.

BSA recommenced manufacturing bicycles on their own behalf from 1908. The first instance of intention to produce motorcycles was reported in The Motor Cycle, a British motorcycling journal, in July 1906. Motor bicycles were added to bicycle products in 1910. The BSA 3½ hp was exhibited at the 1910 Olympia Show, London for the 1911 season. The entire BSA production sold out in 1911, 1912 and 1913. BSA Cycles Ltd was set up in 1919 for the manufacture of both bicycles and motorcycles. In November 1919 BSA launched their first 50 degree V twin Model, 770cc side valve (6-7 hp) motorcycle for the 1920 season. The machine had interchangeable valves, total loss oil system with mechanical pump and an emergency hand one. Retail price was £130. Other features were Amac carburettor, chain drive, choice of Magneto or Magdyno, 7-plate clutch, 3 speed gear box with Kickstarter and new type of cantilever fork.

By World War 2, BSA had 67 factories which were used in order to meet the requirements for guns and ammunitions. They produced over a million Lee-Enfield rifles, Sten machine guns and around half a million Browning machine guns. However, the army also had a large demand for motorcycles, BSA supplied 126,000 M20 motorcycles to the armed forces from 1937 (and later until 1950) plus military bicycles including the folding paratrooper bicycle. BSA was now the largest producer of motorcycles in the world.

Sir Bernard Docker (also chairman of the Midland Bank) was chairman of BSA until 1951 with James Leek CBE Managing Director from 1939, after which Jack Sangster became Managing Director. Post-War, BSA continued it's expansion, purchasing Triumph motorcycles in 1951. They then went on to acquire Ariel, Sunbeam and New Hudson (most of which belonged to Sangster).

In 1957, the BSA bicycle division was sold to Raleigh. In 1960, Daimler (the car division) was sold off to Jaguar. The production of guns bearing the BSA name continued beyond the 1957 sale of the bicycle division, but in 1986 BSA Guns was liquidated, the assets bought and renamed BSA Guns (UK) Ltd.

By 1965, competition from Japan (Honda, Yamaha and Suzuki) and also from Europe in the form of Jawa , CZ, Bultaco and Husqvarna was eroding BSA's market share. The BSA and Triumph range were no longer aligned with the markets, for example trials and scrambler machines had moved on to 2 stroke engines. This along with failed projects such as the production of the Ariel 3 further hindered the company.

To try to combat this, a new range of singles, twins and the new 3 cylinder Rocket 3 was launched in 1968/69. However, the reorganisation of the company in 1971 concentrated the motorcycle production in the Triumph Meriden plant. Meanwhile the component and engine production was left in the BSA plant in Small Heath. This coincided with the redundancies and selling of assets. Barclays Bank also arranged backing to the tune of a reported £10 million. Upgrades and service bulletins continued until 1972 but Japanese bikes had since flooded the market. The merger with Norton Villers in 1972 meant for a brief time a Norton 500 single was built with the B50 based unit-single engine but few, if any were sold publicly. The BSA unit single B50's enjoyed much improvement in the hands of the CCM motorcycle company allowing the basic BSA design to continue until the mid to late 1970s in a competitive form all over Europe.

By 1972, with bankruptcy imminent, and with government backing, its motorcycle businesses were absorbed into the Manganese Bronze company, Norton-Villiers. This then became Norton-Villiers-Triumph with the intention of producing and marketing Norton and Triumph motorcycles. The shareholders of BSA confirmed the deal. Although the BSA name was left out of the new company's name, a few products continued to be made carrying it until 1973. The final range was just four models: Gold Star 500 (B50), 650 Thunderbolt/Lightning and the 750 cc Rocket 3.

Norton's and BSA's factories were eventually shut down, while Triumph continued for a few more years.

AMCM Library update

It has been a while since I wrote an update on the AMCM library. There is a lot of ground to cover but first it is important to acknowledge Ray Houde and Gerry Nagamori who recently donated books, magazines, and club related memorabilia to the library. I will add the donations are of high quality and are very welcome.

Many people have donated materials to the library over the years and Ray's name had come to mind recently as I was organizing AMCM newsletters on file as he had contributed materials in the past. The library holdings actually included 2 partial sets of old AMCM newsletters. One set from Ray and another from Jim Simmons. We almost have a full set between the two donations.

We also had a large set of CVMG, and Antique Motorcycle Club of America Viking Chapter etc. newsletters dating back quite far but do we really need to keep sets other than from AMCM and the Manitoba Motorcycle Club? Some older materials like manufacturer brochures just don't hold up to handling and lending out. Do we even need to keep hard copies of everything as we can scan, store, and share materials digitally?

It was with these and many other questions that a review of library material was performed back on March 25, 2018. Myself, Ross Metcalfe, Siggi Klahn, Jim Harrison, and Clarence Holigroski attended and reviewed all current material. Ross and Siggi of course founded the club and it is important to hear what their vision of the library going forward. Jim is our club historian and both Siggi and Jim typed early newsletters on typewriters and sent photostat copies to members by mail. Siggi also was librarian for many years. (For future trivia knowledge the first club librarian was actually a team, John and Pat Choquette.)

The main themes that came out of the meeting included that we should focus on keeping Manitoba related motorcycle material like catalogues from North West cycle, (and Nicholson Bros for the important Prairie connection), original photos of club members and events. The large collection of "Classic Bike" magazine and motorcycle related books will also be kept. We plan to remove magazines prior to 1960, scan all manuals and manufacturer brochures and auction the hardcopies with proceeds used for purchase of library material.

Some materials that had no obvious vintage motorcycle interest for example automobile magazines or catalogues for "bearings" are being removed. We even have a couple large boxes of court transcripts for the fight against helmet laws.

So the culling of damaged, duplicate, and that material deemed unnecessary to keep has essentially been completed. Important material has been stored in sealed containers and safe from moisture or other mechanical damage risk.

Next step is to update and transfer the library list to a digital document for all members to access. Siggi in the past had typed a complete index of materials. I have scanned the index but it is a large file that does not transmit as an attachment over most email servers. Greg and I have discussed possible links on the website but for now I will have a hardcopy at meeting nights for members to review while we create a digital and index that allows easy access and sharing.

Other ongoing questions to consider include what donations should be accepted? What should those donating materials expect regarding retention and sharing? What new materials should be purchased with ticket revenue? Should memorabilia related to the club and Manitoba motorcycling be a part of the library holdings?

I thank you all for your patience as I fumble through a new responsibility and what appears to be a transition stage of the library holdings. I will end with a note that I have been bringing a small assortment of library material not held in the club locker for members to browse so please come for a visit before the meetings and have a look.



Daniel Catte AMCM Librarian.

This winter has been cold but the AMCM/MMC has ways to warm your heart.



Tech Night - Jan 17

Another well attended tech night. There were over 45 of us in attendance. A 1986 Suzuki Intruder with miss firing problems on the rear cylinder. As it turned out, they had the problem solved before everyone arrived. Don't know how it got that way what I learned is that you check the obvious first.

Film Night - Jan 29



The coldest night of the year so far, still saw 25 members make it out to Keith's "Save the Rust Museum" for Movie Night

The memorabilia raffle raised **\$265.00** for **Spina Bifida**

3 new members and **2** renewals were collected

No bikes in the parking lot though



Tech Night February 12

Great tech night at John Thompson's. Thanks for hosting John, Sharing your knowledge of pre-war transmissions and letting us have a look through your shop to see what you've been up to.





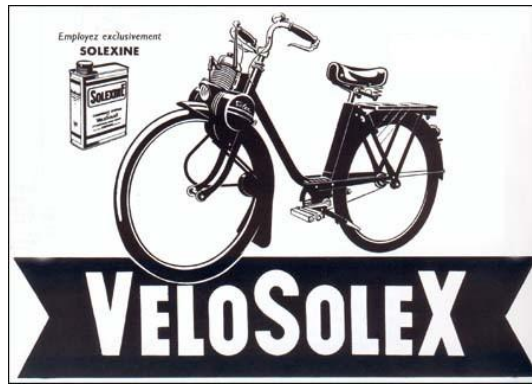


**He founded our Antique club in Manitoba
Now he's President of the AMC of America.**

11,000 members and counting,

**79 Chapters, that's something!
We're proud of you Ross, you're some
hombre!**

The "Poet Laureat



History

It all began in 1905 in France with two men, Maurice Goudard and Marcel Mennesson, who founded a company to manufacture centrifugal radiators. They then manufactured micrometers and carburetors. The SoleX brand was registered in 1910.

VeloSoleX or SoleX, *"The bicycle that moves on its own."*, *"La bicyclette qui roule toute seule."* in French.



- Source: Le Guide du VeloSoleX - Sylvie & Franck Méneret - E.T.A.I. -

The SoleX was created during WWII. This is a motorized bicycle with a 2 stroke engine on the front wheel and a roller transmission.

The first one was marketed in 1946. More than 5 million units were sold worldwide between 1946 and 1988.

Different models were produced during these 42 years.

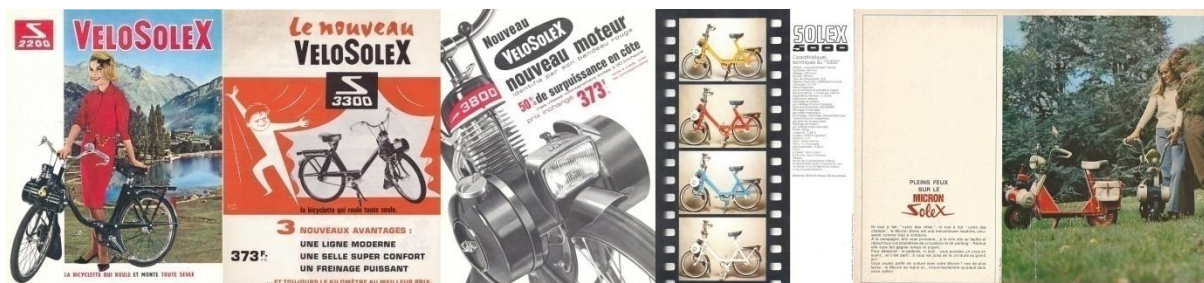
Three factories manufactured the VeloSoleX in France. One of those, in the city of Mâcon (Saône et Loire), was a former factory who has manufactured the French motorcycles Monet-Goyon with Villiers engine.





Models with roller transmission.

- 1940: Prototype, Alcyon bicycle, 650 tires, 45cc.
- 1946-1951: 45cc, 0.4 HP, 650 x 42B tires, no clutch.
- 1951-1953: 45cc, 0.4 HP, 600 x 42B tires.
- 1953-1955: the "330", 49cc, 0.5 HP, 600 x 45B tires.
- 1955-1957: the "660", 49cc, 0.5 HP, 600 x 45B tires, new frame.
- 1957-1958: the "1010", 49cc, 0.6 HP, 600 x 45B tires.
- 1958-1959: the "1400", 49cc, 0.6 HP, 1 ¾ x 19 tires.
- 1959-1961: the "1700", 49cc, 0.7 HP, 1 ¾ x 19 tires, automatic clutch.
- 1961-1964: the "2200", 49cc, 0.7 HP, 1 ¾ x 19 tires, new engine.
- 1964-1966: the "3300", 49cc, 0.7 HP, 1 ¾ x 19 tires, new square tube frame, rear drum brake.
- 1966-1988: the "3800", 49cc, 0.795 HP, 1 ¾ x 19 tires, the most famous SoleX.
- 1968-1970: the "Micron", 49cc, 0.7 HP, 12 ½ x 1 ¾ tires, small wheels, no pedals, only a few thousand units produced.
- 1971-1978: the "5000", 49cc, 0.795 HP, 2 x 16 tires, new frame with smaller wheels.
- 1973-1978: the "PliSoleX", same as the "5000" with a folding frame, only a few thousand units produced.
- 1974-1978: the "4600", a mix between the "3800" and the "5000", only for export, never sold in France.



Models without roller transmission.

- 1969-1972: the "Flash", 49cc, 1.4 HP, 2 x 16 tires, axle transmission and rear disc brake.
- 1972-1977: the "6000", same as the "Flash" with a telescopic fork.
- 1973-1974: the "Ténor", chain transmission, 49.9 cc Franco Morini or Laura engine.
- 1974-1977: the "Ténor S4", 49.9cc Franco Morini with a 4 speed gearbox.



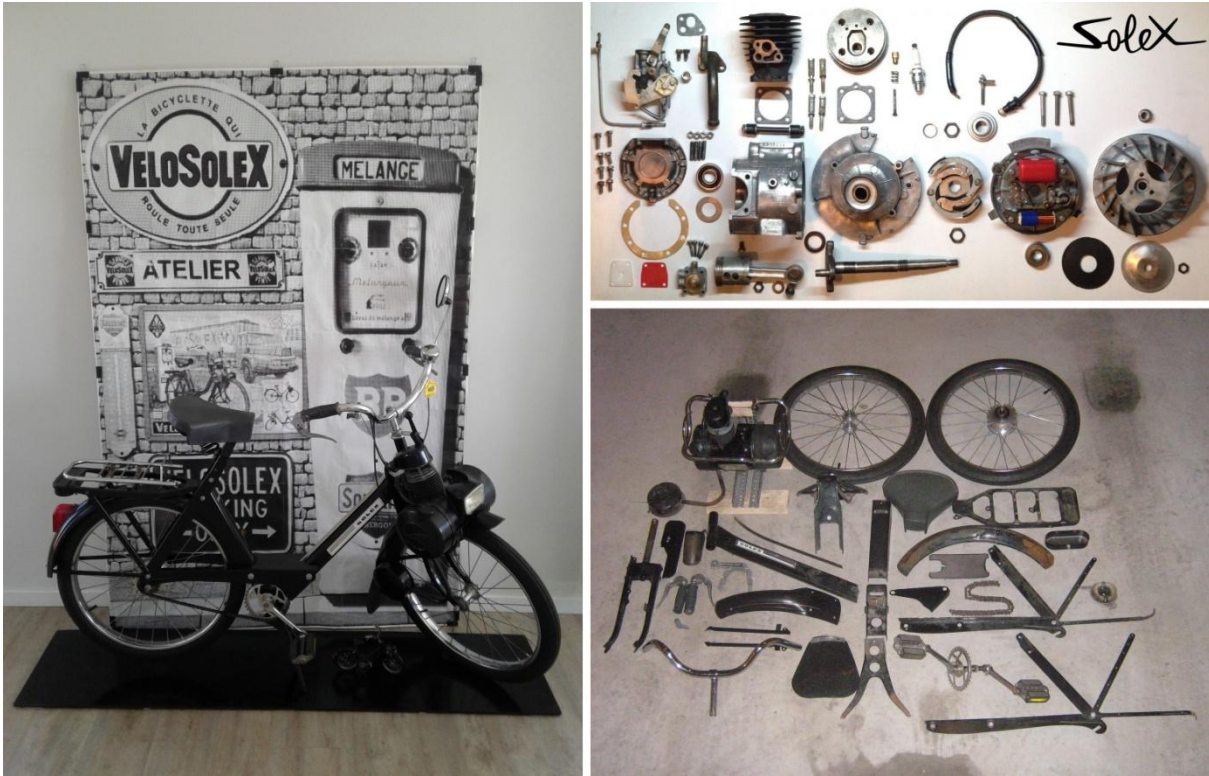
My VeloSoleX

All my VeloSoleX came from Winnipeg and area. So, maybe there was a dealer around?

I found the first one 5 years ago. It's a black SoleX 3800 Export 1974.

I was thinking doing a good cleanup, it ended with a full restoration.

I did a full engine overhauling and a new paint for the frame.



The second one is a yellow SoleX 4600 1975.

I'm still working on it for a full restoration too.



VELO/SOLEX

Then I got the orange SoleX 5000 PliSoleX 1974.

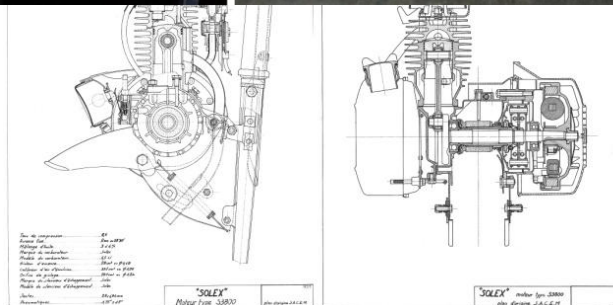
This model is really specific as the engine can be removed and the frame can be folded. That can fit easily inside a car trunk.

I did a full engine overhauling and a full cleanup for the frame.

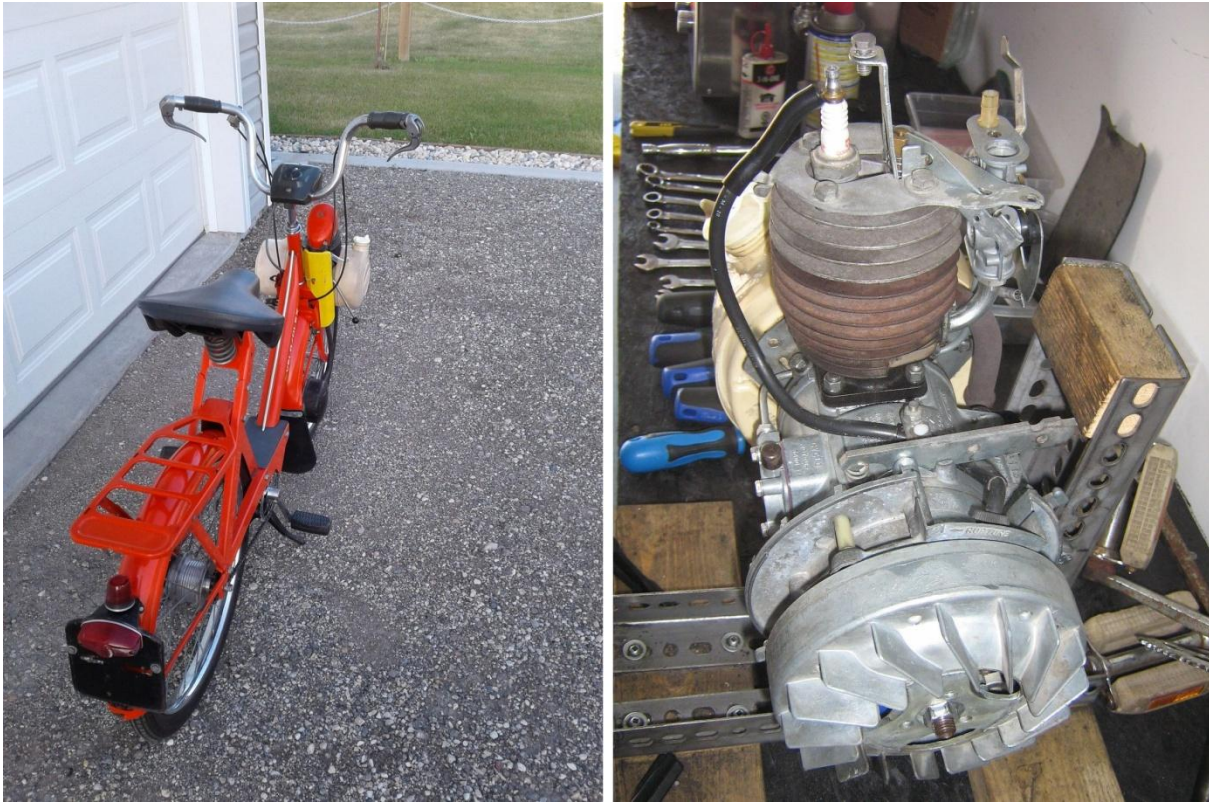
There are still some parts missing: headlight (Soubitez), rear light, grips (Saker), front engine cover, quick release for the handlebar. As a "rare" model, some parts will be hard to find.



SoleX

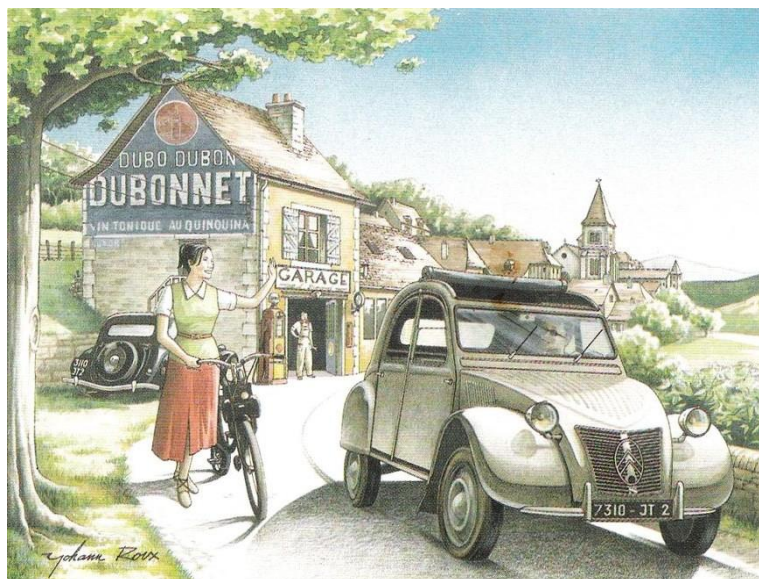


The orange SoleX 4600 1974 was the next one in my garage.
On that 4600, there is a licence plate holder with a stop light Maly as an option.
I did a full cleanup for the frame and the engine.



By the way, I'm looking for any types of VeloSoleX, whatever the condition, and parts, documents, advertisements.

The SoleX is pretty fun to ride.
Really fast, it can reach 32 km/h downhill, tail wind ☺! It's great for scenic rides.
But uphill, you must assist your engine! It's a healthy ride.
And the gas consumption is only 1.4 liters for 100 km. "Ecological" ride that limit pollution.



Solex, the safety cycle-motor

3800

Specification for the new 3800

- 2 Stroke Engine : 49 cc - Bore 39,5 m.m.
Stroke 40 m.m. Front wheel Roller Drive
- Automatic Clutch
- Synchronised Throttle Control
- Solex dustproof carburettor without float
or needle valve
- Fuel Consumption : (200 miles per gallon)
- Ignition and Lighting : by magneto flywheel
(The lights operate whilst machine is stationary)
- Brakes : Front rim and rear drum brakes
- Tyres : 1.75 x 19
- Weight : Approximately 28 kg (62 lbs)

GUARANTEED : 1 YEAR

6 Super features of the new SOLEX 3800

- SUPERPOWER
- SIMPLICITY
- SAFETY
- ECONOMY
- SOLIDITY
- SILENCE



SOLEX

The cycle-motor which **climbs** without assistance

N° 518 - AN Avenir Publicité - Paris

Printed in France

VELOSOLEX - 92 Courbevoie

Olivier.

A Tiny Story

Hey folks, Here are two pics that cover an interest to many of you. The photo of Tiny was at the Spring run of the AMCM either 1977 or 1978. Tiny said to me, "if you can start it, you can ride it." Well, hell I rode it up and down the back roads of East Selkirk. John T now has the 27 AJS. On another note I had convocation at the University for a 3rd degree that very day. I didn't want to miss the Spring Run and I was on my old HD 45. Siggy loaned me his Goldwing and I bombed in from Selkirk to the Convention Center...slid the gown over my jeans and riding boots. Put on the dorky cap and arrived just minutes before they called my name. Handed the degree over to my Dad, told him to turn in the gown and sped back to the Spring Run just in time for the eats. The other shot was the very last day Tiny was open for business on Keewatin..notice the sign had come down over the week. Hey Della ... where's the sign...Keith Blais may want it...LOL. Keith, Chuck still owned the blue 45 as pictured here, the one your friend bought off Parker.. Left to right. Red and his wife...MMC President..Of course Ted Hector on his creation of the season.Siggy on his 1940 Scout he later sold out West.Chuck on the blue 45 and me with my two boys Cory and Tyler now 37 and 35. That was my 36 VLD that I rode for years as my everyday bike from 1984 till I bought a new Harley in 1997. This is a warm up to a run I am in the planning stages for on visiting old motorcycle shop locations in Winnipeg. This of course will be one. Keith your buddy might like the pic.

Cheers everyone Ross

Hi Ross,

I have a similar photo of Dad on the AJ from the same day. I'm not sure what happened to the old sign. Jim has part of an old one here (the Hodaka bit), but there were more than one version. The new shop got an entirely new sign, which might be around here somewhere. It was too big, and the city made Dad take it down, so it mostly lived leaning, as you see





in the photo above. I know I have the flag from the new shop, and know where it is, because it is in my storage area, not Jim's! As for your tour of old shop locations, do you know about Dad's very first shop, on Logan Avenue West, in the mid-60s??

Della



I only met Tiny once. We arrived in Wpg on Canada day 1992. I started work here 2 weeks later. Once sorta settled I reviewed the yellow pages to see what sort of brit bike support was here. Came across 2 emporiums, Tinys' shop & a place called Thunder road.

Visited Tinys & was welcomed in, offered a coffee in a less than pristine mug & got the guided tour,

Yes I drank the coffee!! If I recall his wife was there as well or at least a family member - Della??? Visited Thunder road, visit did not go as well!! Didn't stay long. That is my recollection of Tiny, warm & big hearted, only met once but never forgotten.

Cheers JT



A definition from the AMCM/MMC dictionary

MOTORCYCLIST (moh-ter-sahy-klist) n.

A person willing to take a container of flammable liquid, place it on top of a hot running engine and then put the whole lot between their legs.

Edward Moncton is an English artist and poet. His writing is described as "playful, wistful, and philosophical", and he is obviously a motorcyclist. Bear in mind when reading this poem that nowhere in England are you ever more than 50 miles from the ocean!

**He knows not where he is going
For the ocean will decide
It's not the destination
It's the glory of the ride!**

Your Poet Laurette adds- - -

**In Manitoba we ride, & we ride, & we ride
No mountains to stop us, or ocean's tide
Just on and on, under the Big Skye
We don't need a reason, we all know why!**



Sadly we have lost another Brother.

Dr. Alan Rich 1945 - 2019

Of Swan River, Manitoba, formerly of Thompson,
Manitoba

Passed Away: January 21, 2019

At the Age of: 73 years

DID YOU KNOW?



Mike Bellevieu's little 250cc Puch "SGS" has an unusual two-stroke engine. Called a "split single" it has two pistons fore and aft but only fires on one! The other one is just a scavenging piston for "better breathing, minimizing the loss of unburned fuel with better economy, more horsepower and runs better at small throttle openings"

Nick-named a "Twingle" it had two exhausts and could easily be mistaken for a conventional parallel two-stroke. A unique oil mixing pump fed from a reservoir in the fuel tank tamed, if not virtually eliminated the usual two-stroke problem of fouled spark plugs. Made by Puch/Steyer/Daimler In Austria, they were imported and sold in North America by Sears and badged "Sears Allstate." On a tip-off from Ross Metcalfe who had previously owned the Puch, Mike bought the bike in 2015 with 2136 original miles on the clock! All perishable parts were replaced like cables, fuel lines, seals, grommets, seat cover, tires/tubes/liners, fork and shock seals, chains and steering head bearings. The headlight was re-lensed and the reflector re-plated and the speedometer serviced. Although cleaned and detailed the patina has been kept as original as possible. Parts are readily available from RBO in Austria and Motor West in Milwaukee. A unique and interesting little bike and a pleasure to ride.

Blast from the past

Motorcycle matters

1928 Scott flying squirrel

As you will read in my story about my Hendersons, you will know that I spent five years searching for a Henderson. In June or July 1963, during a call on some motorcycle fellows in Brandon, searching for the Henderson, I got wind of a Scott which was reported to be somewhere in the Carberry area. Now, a Scott isn't a Henderson, but wow! They are scarce in Canada, are most unusual, and they are big twin two strokes and are water cooled. The search was on.

Carberry saw quite a bit of me from then on as I called in on each of my trips to and fro from Brandon to Winnipeg. Finally a visit to the local machine shop resulted in the disappointing news that they had had the machine (it was a Scott) stored since 1939 when an Air Force boy had thrown a rod in the engine and left it with them. Parts could not be located and it had been sold to somebody in Winnipeg. No name. No address.

Mrs. Bentley and I take pleasure in driving on Sunday afternoons, to look at new houses, and we were indulging in this pleasant past time later that year and we're driving through Kirkfield Park when suddenly a car stopped with a jerk and backed up-I had seen a Scott motorcycle at the back of a new house. Investigation revealed it to be The Carberry Scott. The man who had bought it was in the hospital in very serious condition and subsequently passed away. After his death I was the able to buy the machine from his widow. It was at "1928" 596 cc Scott Flying Squirrel with a 1939 license plate and air still in the tires. The motor was in not too good shape as you can imagine and Rust was the order of the day.

I knew where to get parts in England and gradually got things back into shape. Then Mrs. Bentley and I took a trip to England in 1964 and was able to pick up just about everything I needed. The bike is now fully restored and is a real show piece.

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!**

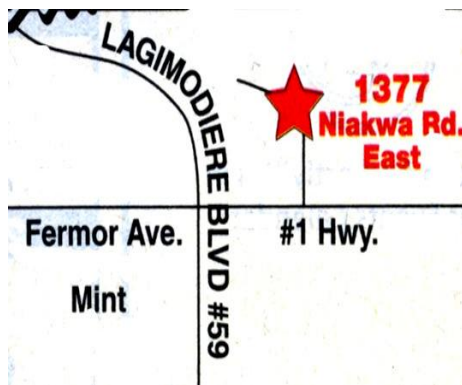
For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

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!!!! 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

Fairings for sale for Harley and Honda. Call Rick 1-431-774-3769 for info.



Meetings at 7:30 p.m. LAST Tuesday of the month at:
HARLEY-DAVIDSON WINNIPEG
1377 Niakwa Rd. East
Winnipeg MB 254-3974

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Derek Roth | Owner

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FUNERAL DIRECTOR

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Winnipeg, MB
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innovativecycle@shawbiz.ca

Innovative Cycle



PARTS~SERVICE~SALES

2019 Events

February 26/19 – AMCM Meeting, HD Winnipeg @ 7:30pm

March 8-17/19 – Daytona Beach Bike Week --Daytona Beach Florida

March 9/19 Bond Slaves 9th Annual Motorcycle Swap Meet.
Sunova Center 48 Holland Rd West St. Paul Mb.

March 26/19 – AMCM Meeting and Auction, HD Winnipeg @ 7:30pm

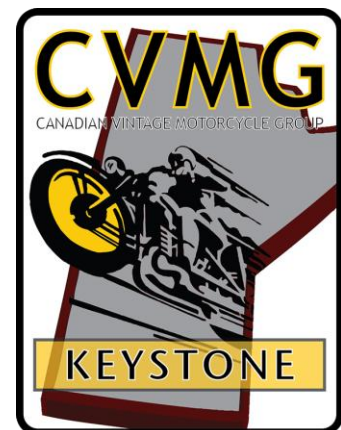
April 12-14/19- World of Wheels

April 30/19 – AMCM Meeting, HD Winnipeg @ 7:30pm

May 5/19 the Keystone section of the CVMG Swap Meet @
Jim's Garages in Headingley MB

May 28/19 – AMCM Meeting, HD Winnipeg @ 7:30pm

June 18/19 – AMCM Meeting, HD Winnipeg @ 7:30pm



June 21-23/19 – AMCM/MMC Bison Rally

July 30/19 – AMCM Meeting, HD Winnipeg @
7:30pm

19th annual
Bison Classic Motorcycle Rally
June 21nd-23th 2019
Cartier Park
Ste. Agathe MB

Show "N" Shine
More Info
amcm.ca
Great Food!
CAMPING

This Year's
Featured Marque
BSA

Presented by:
Antique Motorcycle Club
of Manitoba Inc.
CVMG

Contacts:
Kim~(registrar) 204-471-5465
pirates.pearl@gmail.com
Clarence~204-668-5998
Website~ amcm.ca
Email~amcm@amcm.ca

All makes and age motorcycles
welcome

A square QR code located at the bottom left of the rally poster, next to the contact information.

19th annual

Bison Classic Motorcycle Rally

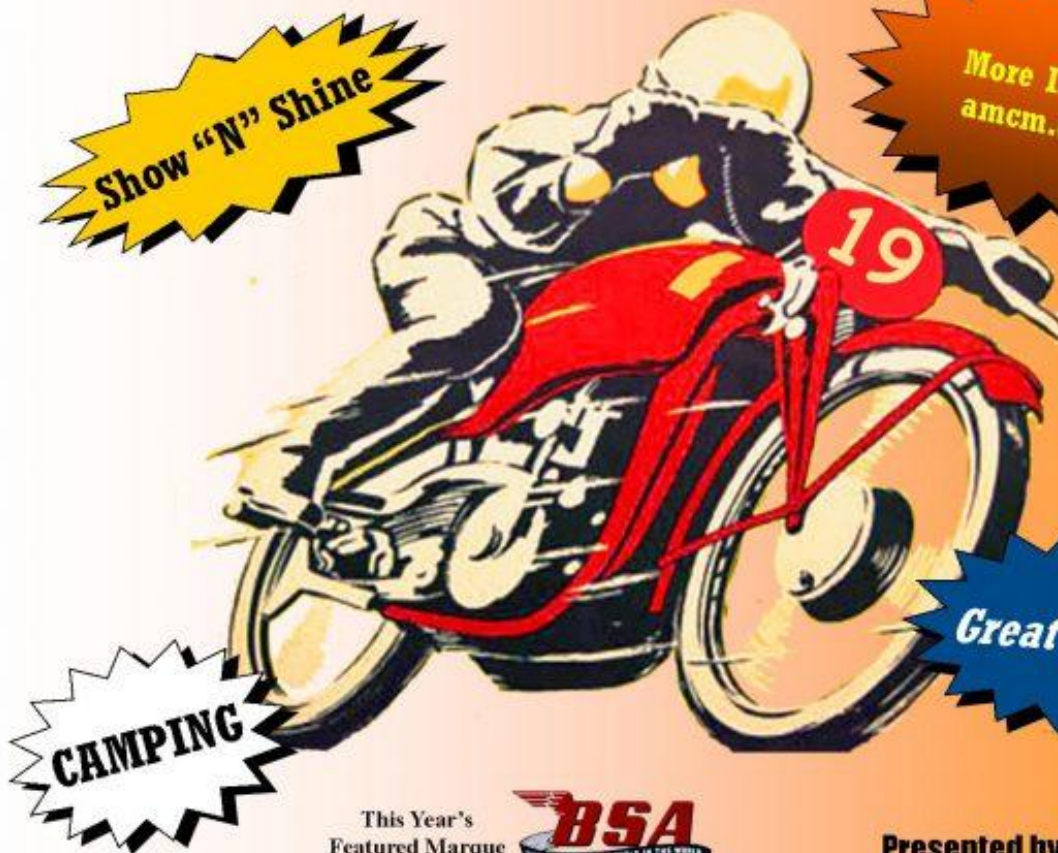
June 21nd-23th 2019

Cartier Park

Ste. Agathe MB

Show "N" Shine

**More Info
amcm.ca**



CAMPING

Great Food!

This Year's
Featured Marque



Presented by:

Contacts:

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**All makes and age motorcycles
welcome**