



AMCM/MMC

Sept-Oct 2019

RUST 'N PIECES

Volume 42 No 5

What the club is all about



See the following pages.



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of Manitoba Inc.**

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Was Such a FUN Night!

Even had one AMCM member from Kenora area make his way out for the event!

The AMCM's designated charity is the Spina Bifida and Hydrocephalus Association of Manitoba, and our mascot is EVAN, the grandson of two of our senior club members.

Last Saturday a Fundraiser was held at Rocks Bar and Grill in Morden for Evan, and no less than 15 AMCM members attended, including Past President Rick on crutches! Evan's Mom Connie, thanked our group for their support and mentioned how much the Club had supported and contributed to the SBHA over the years, and how it was much appreciated. A very nice Steak, Spud and Bud meal was enjoyed and Evan, resplendent in waistcoat and bow tie, read out the winning Silent Auction numbers.

The evening was a great success and thanks again AMCM, from the family. :D K and Tom

What the club is all about.

The Bison Rally, Conquering Perimeteritis, The Corn Roasts, Fishing Trips, Tiddler Runs, Film Nights, Tech Nights, Garage Hops, Sadie Grimm ride, Presidents lunch run, World of Wheels. Ride for Dad, Teulon Canada Day Display, Christmas Dinners at the Pony, Breast Cancer Ride, and Fund Raising. And I am sure I missed something, but all these things bring us closer together. Friendship, Camaraderie, Knowledge Sharing. If you need a hand someone is there. But mostly it's the Rides and keeping old and new ones going. This makes our club strong. I will see you at the next event.

Rainman

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

The Corn Roast

August 24/19 brought us a very nice day, and to the Choquett's 43rd annual Corn Roast with their gracious hospitality.

Members met at the Salisbury House on King Edward. Leaving at 1:00 the route went through Lockport with a stop for refreshments and then on to the Choquette's farm.

I arrived a little later and by now everyone was in the visiting mode. There were people coming and going and I think an official count was over 50 people,



Including some newcomers to Winnipeg– from Hungary with an FLH and a friend of Jamie's from Cuba, who knows our club member David Blanco!



There was also Roy Turnot who owned Gateway Cycle, a Suzuki Dealer,...Siggy bought his first bike from him in 1966 and so did I in 1967! We may have started a new tradition. John had his old Norton out and I noticed that he was giving everyone a chance to start it. Without any luck!!! Turns out you need a Harley rider to start it, yours truly, and on first kick. If you can start it you can take it for a ride. Once started, other people were able to start it and were off for a ride. The meal was as great as always...



After supper everyone gathered for a group picture.



The helmet was passed around and enough money was raised the pay for the meal and another \$200 was raised for Spina Bifida. The leftovers were to be taken over to Kim and Rick's for the Tiddler Run. Also the picnic tables were to be brought over but there was some discussion about the condition. But that is another story.



The Tiddler Run.

September 15th was one of the very few days this fall where the weather was excellent! The sun was shining, the air was warm, and we were geared up for the annual Tiddler Run. This year's run was again hosted at my and Kim's place, with the route up Old Henderson Highway to the Selkirk waterfront and back again for the BBQ. There were 7

Tiddlers this year and about 15 bikes all told that took part in the run itself. There is fresh pavement on Henderson Highway which made for a smooth ride - a nice change from the Manitoba roads we are used to! We took some pictures at the waterfront - such a good photo op. Only one breakdown this year - that Triumph T10 of Pritchard's refused to leave the waterfront on her own steam...luckily the medivac(!) team

went to the rescue and brought her and David back for the BBQ (Follow-up revealed that "Pa-Tina's" carb needed a good cleaning). The BBQ of burgers and dogs was enjoyed by about 35 of us. For this event, we used leftover drinks, chips, plates and cutlery from the Corn Roast, so we opted to not pass the hat. Thanks to Pat & John Choquette for bringing over all of those items plus the huge urn of coffee for all to enjoy. Sadly, the picnic tables which were originally built by AMCM members for the first Bison Rally (that was in 2001) are really showing their age.





Much discussion ensued around what to do with them beyond the obvious thought of a massive bonfire! There is thought that we can salvage some of them with good bits from the other - sounds like a restoration project on its own where we will get AMCM folks together for a work party. More on that later, and for now, the tables are stored at our place. 48 bottles of Tiddler wine was made, with each

driver of a Tiddler receiving a bottle. Remaining bottles were sold at \$10 each. There were complaints that this year's label which was a "dictionary style" vs a picture of a Tiddler bike. Remember folks, you can complain, however, you may get the job next year!!!! :D There are a few more bottles of white remaining and will be brought to the October 29th meeting.

Thanks for everyone who helped with this event and who came out for the fun.

Rick P.



Mystery member solved

It is Barry Seib in the parking lot of the Westbrook Inn

(what used to be called the Waldorf Hotel) on Keewatin, not too far from Robins Motorcycle Sales.

Barry was working for Tiny Robins and was testing a customer's H-D 45.

This photo was taken in the late 1960's by a friend of Barry's.



The Wanted Labrador Adventures.

Continued

It's safe to say that tent stayed back and now we had invested in a nice North Face 4 man tent. The only problem with tents is that I'd like to meet the person that measures and labels tents as two man, three man and so on as there's no way you'd fit four men in ours. Our tent fits a double inflatable air mattress, so it's perfect! Every time we setup Linda and I both laugh because Linda will usually layout the mattress deflated inside the tent and I will usually inflate it using our manual air pump. If you were to stand outside that tent when we are pumping the air mattress you'd swear there's allot more fun happening in there ;).

Out of the 30 day trip we only stayed in a Motel or Hotel 4 nights. For one, to save money, but mostly because we slept so well outdoors. Linda often says we'll do this while we can because as we get older we won't have the freedom to sleep in tents wherever we want, so let's do it while we can.

I was familiar with the main routes as we had ridden this way on our honeymoon. We were near Toronto at this point and Linda was trying to reach one of her university friends who lives just outside of Toronto near Hamilton. He was surprised to hear from her and gladly welcomed us to stay with him for the night although it was a Weeknight and passed his usual bedtime. He was back living with his Mom and Dad at the time. He had hoped that we could of stopped on a weekend in order to explore restaurants and the city of Toronto. The only thing with traveling on the bike is it's hard to plan ahead as you never know how the road conditions and weather will be like. So we prefer to wing it and not set deadlines for ourselves, that way if you want to stop somewhere you simply stop. For example garage sales. You never know, maybe there could be a hidden bike or sidecar? Usually there's always a good story to be found as people are curious to find out where you're from and where you're going.

It's cool to explore the busy city areas and the fast pace of the 401 in Toronto, as I'm driving in next to bumper to bumper traffic going about 140 km/hr, yet cars are still flying by me. The adrenaline that it offers is fun but feels good to get away from that craziness. We always wonder why so many people migrate to small areas as Canada is so vast and has so much space yet some cities are so valuable to own a small section.

After driving through one of the busiest highway's in Canada I was in need of a coffee break. We parked had lunch and looked forward to driving along calm highways. What we enjoy is getting out of the city and enjoying open roads and lakes.

Our plan was to follow the St-Lawrence sea way or other known as “Le fleuve St-Laurent” into Montréal. We had heard about an area called Thousand Islands and wanted to see what that even was? It seemed to be a very nice cottage and recreational area where people sailed and even met people scuba diving. It reminded me of Lake of the Woods. Beautiful cabin country. We had an early dinner next to the water and had seen a nice campground further back and figured we’d double back and check it out. It was very nice, but being as cheap as we were we refused to pay \$50 for one night and no service. So we ripped out of there to find a secluded spot to sneak in for the night. We drove around for a short while and found a beach area and picnic park so we pulled in and drove along a hidden gravel road until we found a spot where it seemed that people had camped before. There was a nice clearing in the brush that opened up to a private beach section and just enough space to hide the bike and put up our tent. This was a way better spot than any of those \$50 camp spots we had seen earlier. The next morning we were packed up and heading out, but because we had stayed the night in a beach/picnic area in a provincial or private park? There was a gate closed with a park ranger in his small office near the end of the gravel lot. So only one thing to do at this point, locate an opening next to the gate and rip by the opening as we flee out of there. After roaring by the security guard without stopping I kept looking in my mirrors to see if someone would capture our plates or chase us, but they did nothing to chase us down. Few!! That was close. Yet not surprised as I mentioned earlier that no one seems to approach us or chase us as we are bikers traveling with only what’s on our backs.

When we pulled into Montréal area Linda and I both felt like it was pretty ghetto as the over passes looked like they would crumble apart and tags everywhere. We had heard that the downtown scene is beautiful and a crazy night life. Probably just went through the wrong area of town? I really thought it was cool as all the signage was becoming French as that is my first language. I was thrilled to practice French at every gas station we stopped to refuel. I’ve heard many horror stories about people not being treated well in Québec, but it was my first experience in nothing but a French speaking area and wondered why I had never been here before? In fact my grand-père and Grand-Mère were from here and my mom uncle’s still live near Québec.

I’ve also heard that there is quite the bike scene in Québec and Sure enough about an hour past the City of Québec while riding some of the most beautiful rolling country hills next to “Le Fleuve St-Laurent” we passed a two story building building with a motorcycle featured in the top window. It was a must stop!!!!

Turned around and went to check it out. It turned out to be a personal collection of antique motorcycles turned into a museum in St Jean Port Jolie. I was told that it was a local farmer from the area who loved motorcycles and wanted to feature his collection. I felt like I had won the jackpot. The building was filled with vintage bikes and at the top of the stairs upon entering the museum was a Clement motorcycle?? My last name is Clement. This is too cool. I was in awe! And roamed around for hours as my wife filmed me gawking at the bikes. It was advertised to showcase 100 Years of motorcycles. Better yet the lady at the front desk saw how interested I was and invited me to see The unrestored bike's in the shed behind the museum and let me in to check it out. What a treat! While we were visiting the museum we met a gentleman from PEI touring on his BMW and mentioned that he was spending a few days riding the coast and was going towards the Warf Rat Rally, the biggest bike Rally in Canada as his destination. My first response was "where is this Rally!?" Digbi, Nova Scotia he replied. If you head towards New-Brunswick you can catch a ferry from St. John straight to Digbi and make it on time as it starts in a couple days. He made his way out the door and mentioned I'll look for you guys there! Bye.

Due to spending the whole afternoon at the motorcycle museum, we decided to stay the night near by. Now I was hooked a motorcycle museum and a bike rally. I'm on cloud nine. Could there really be a huge bike rally in Canada? I had never heard of it and was super excited because I had a good friend whom I used to Wakeboard with from St. John New-Brunswick. I remembered that Mark rode sport bikes and is a airplane mechanic, so maybe he'd join us? I reached out to him that night as we were now planning to head his way.

Out comes the pump to blow up our air mattress for another camp night. Laugh with excitement as it makes the funniest sounds. This was the first plan we had set as all we were doing was heading east. Never in life had I had no plan, but boy is it exciting when unexpected things happen like this. This gave me a chance to connect with Mark McIntyre and meet his wife Elaine. I could barely sleep that night knowing that we'd be visiting our friends and experiencing a bike rally on the coast next to the Atlantic ocean not far from the highest tides in the world.

Linda had many childhood memories traveling with her family in her Mom and Dad's Shaggin Wagon all over Canada which she often talks about. Her sense of adventure stems from her family trips and mentioned that her mom loved Peggy's cove due to the beautiful landscape and lighthouse next to crashing waves of the ocean. So that was just past Digbi and thought we should go there too since we are now adventuring to Nova Scotia. We were now going from no plan to making many

plans, like visiting friends, going to the Warf Rat Rally, Peggy's Cove, Cabot trail and possibly Newfoundland and Labrador?...

Our friends Mark and Elaine were so welcoming and kind. The evening we showed up at their place, they immediately offered to take us out for seafood. Wow! Fresh sea food. What a treat! Elaine explained how excited she was to share a good seafood meal together as her husband Mark was sick of it and would often refuse to eat lobster. Mark mentioned I only look forward to eating steak and hamburgers followed with a chuckle. What a difference, we think of Lobster as such a delicacy. Mark explained that he associated sea food and lobster with what poor kids would eat in elementary as it is primarily a fishing town and if you were seen eating lobster it meant you weren't privileged. Both Linda and I never thought of it that way, crazy how different areas have such different views.

We had to get up around 3am the next morning to catch our ferry into Digbi and I was excited as I was explained that when the rally is on there's nothing but motorcycles on the boat. Elaine and Mark woke up early to take us there and even treated us to a great breakfast in the early hours of the morning. A big part of traveling is the food and friends you make, and Mark and Elaine are some of the kindest people you could ever meet. They both work for the local airline and have close ties with the owners of Irving Oil. Only the biggest oil and fuel distribution company on the coast. We were toured in the private hanger and swear you could eat off the glistening white floor. Featured was Irving's private jet and a pontoon plane which our friend maintained for the family. We were even offered a personal flight in Mark and Elaine's plane that they restored and traveled the country with next time we visit. How cool is that!

To be continued

Things that go bump in the night

The following is a story from that land of Ghosts and legends, Britain. With Christmas fast approaching, what better time to tell this tale. So put on your 'jammies,' make a hot chocolate or whatever and snuggle up by the fire.

Christmas 1948. By D. Powell

(Originally printed in "Cheval de fer", The magazine of the Ariel owners club)

It was my fault. I was supposed to have taken the presents many days before, and now it was Christmas Eve and I didn't want the children to go disappointed. The children I referred to are my old friends, who lived some 30 miles away to the east on the Somerset side of Exmore in the village of Luckwell.

It was 6 o'clock in the evening when I kicked my faithful 1937 VB into life. And with the presents safely tucked into a haversack, I rolled out from Braughton, up and over the vast open downs, and soon was at Blackmore gate on the edge of the moor. The night was very cold and starkly bright with the light of the full moon. Every tree and hedge row was encased in a rimy frost the treacherous patches of ice forced me to ride slowly and with great respect for the services, and my fingers were becoming numb was cold and my four head with aching at the gap between my leather helmet and goggles; but I pressed on, wondering if I had made the right decision to do the trip on such roads with such hard frost.

Passing through Challacomb, then Simonscath, and on to Exford, I soon found myself in the small Luckwell village. In minutes I was in front of a roaring log fire, drinking good old port wine and beer, thrust not ungratefully upon me by my Friends.

It was now 8 o'clock and the children had been put to bed. We talked motorcycles much to the amusement of my friend's wife, who thought we should be discussing Christmas. At last a look at the clock showed me I had been there over two hours, so with hasty farewells and season greetings, I, a trifle unsteady, pushed the Ariel off stand, and spun the side valve engine to life.

As I engage the gear to move off, my friend shouted for me to wait. He wanted me to drop off a parcel at another house. It meant a diversionary way back across the moor. Being suitably lubricated, I hastily agreed, and I was soon winding my way across the moor, following a track on the west side of Dunkery Beacon.

By now the moon was covered by cloud. The wind more chilling than the frost had sprung up causing great frosted particles to sweep across before me, reducing my vision, and adding to the hazards of the track. Then it happened-I was suddenly aware of an uncontrolled rush down a gradient. Visibility was nil, I instinctively braked. The VB snaked and twisted, slamming to the ground. My Ariel and I slid through eternity itself. Finally, we were still. I

stood: the headlamp being pointed skyward. I was getting braced to lift the bike, suddenly I felt my neck hair stand up on end. I had not noticed the stranger approach but he was there.

“Can I help you, are you all right “he asked

I heaved the Ariel upright. Aside from a slightly bent foot rest, the bike was unscathed. My newfound friend asked what had happened. I explained that the track was on familiar to me: and with ICE as well, I must’ve been going too fast.

“The gearbox never seized then? “ He asked, making me wheel the machine backwards and forwards, and kick the engine over to prove otherwise. This gave me a chance to study this good Samaritan of the road.

A rather tattered peaked cap was pulled tightly on his head, he was just under 6 feet tall, A full length motorcycle coat concealing his precise build. The portion of the man’s face not in shadow was extremely pale, even for winter. His expression was awfully grave. Scars on his gauntlets and Wellington boots gave evidence of at least one very brutal fall.

I was feeling shaken but relieved at not being hurt. My bike required some effort to start and I did not notice the stranger depart. I had assumed his bike must’ve been close at hand.

I completed my errand with the parcel, being rewarded with another fire side round of festive drinks. The man’s good lady looked outside and informed me that It was now snowing quite hard. After hurried farewells I Motored home, the Ariel slogging its way as all good old side valves should.

Christmas day Dawned to the jingle of the telephone. My friend from Lockwell wanted to know if I got home all right. I told him of my adventures.

“Strange“ my chum said. “I used to have a good friend who lived near where you went last night but it couldn’t have been him. He was killed on an Icy stretch of road when the gearbox on his Ariel seized. It must be 10 years ago now”

I hope this story has given you pleasure. Sleep tight my children. Things that go bump in the night are imaginary, or are they.

Jim Harrison

From the 1979 Rust ‘n Pieces Volume 2 No.12

Antique Motorcycle Club of Manitoba August 27, 2019 – MINUTES

7:30 pm, Harley-Davidson of Winnipeg

1) President's Report–

meeting called to order at 7:32 pm by Ken Charleton in lieu of Barry F

- a) 43 attendees, 2 bikes, Guests: “Uncle Bob” came – has a Honda touring ACE, and a WELCOME BACK to Clarence ☺
- b) Mystery parts: supplied by Tom Hesom, the “wedding ring”...Triumph with a separate tube for push rod, mod was wedding ring to stop the o-ring from squishing out from the tube.
- c) Jostens “club ring”?: company designs rings for schools, organizations and champions.
 - i) Exec will ask for information from Jostens to present to the club?
 - ii) Daniel will look into “printing” some rings for us to have a look

2) Vice-President's Report – Ken Charleton

- a) Update from Dianne's Best bequest to the club Ken: The Executor would like the club to help get other things from Dianne's residence ready for an auction in Steinbach – looking for a work party to help with truck and trailer and may sell right there for anyone helping out: boat, trailer, etc. Contact Ken – he has pictures of the items

3) Treasurer's report – Sarah

- a) \$11,565 in bank – few cheques to clear

4) Secretary's Report – Kim:

- a) 148 members

5) Roster Update – Mark

- a) Claim your rosters – they are here.

6) Newsletter update - Raymond:

- a) It is out! Thanks for all of the input

7) WebMaster report – Greg Hygaard:

- a) Greg not here!

8) Librarian and Regalia Report: Dan Catte

- a) Tech Night – Saturday August 31st @ noon: Selkirk Fiberglass and Plastic Repairs 630 Dufferin Ave Selkirk Manitoba. Tour of shop and review of hydrographics, powder and ceramic coating, water based chroming process. Leaving 11:30 , Tim's North Main.
- b) Donation from John Choquette of '70s posters...thanks!
- c) Dianne's bikes: TODs are in the AMCM name. 1965 50cc 4-stroke Honda CUB, 2002 HD Dyna Super Glide with a Velorex 700 side car with a wooden shell.
 - i) Propose to live auction both bikes and other pieces at the September meeting: club patches; models; after-market mufflers
 - ii) The will decreed to sell this within the club with proceeds going to the charity of choice
 - iii) Noted that the auction is open to membership as of Aug 27, 2019, in-person, telephone bid with an assigned person
 - iv) Expected value of HD with 84K KM, new Cam tensioners, avg \$4000, wholesale is low \$3's. Few dents and dings but original paint – she's a rider! Tires likely need to be done. Solid bike – sold “as-is”!
 - v) Honda value is \$200-300...reserve of \$200 to be used to buy a brick for the Sadie Grimm memorial in Dianne's name
 - vi) Sidecar is unknown...open bid

9) South Beach Casino report: John Thompson

- a) 1,421 bikes counted per the driveway counters...and more like 1,560;ish as bikes were still coming in during the prizes
- b) Bikes registered for the show were high 1100's
- c) AMCM club very well represented with attendance

- d) Club did very well: Keith Blais, best Vintage for HD w/sidecar; Jim Beattie, best British with his lovely Rocket 3, Rainman best Harley with 1998 Heritage Springer , Pritchard best in show with VS1
- 10) 43rd annual Corn Roast Update: Pat or John Choquette**
- a) About 50 attendees – the weather turned out to be just fine never mind the forecast!
 - b) Had some guests - newcomers to Winnipeg – from Hungary with an FLH, and a friend of Jamie's from Cuba who knows our club member David Blanco! Roy Turnot who owned Gateway Cycle...Siggy bought his first bike from him in 1966!
 - c) \$200 over the costs which will be donated to Spina Bifida – great one!
 - d) Picnic tables need to be replaced – Costco is \$129 for a plastic, durable fold down unit. We will chat about this at a future meeting
- 11) Sadie Grimm Picnic Shelter Report – Kim**
- a) Proposed that the AMCM purchase \$1,000 worth of bricks @ \$200 each. We can have each brick placed together to form the message of our choice
 - i) Motion to spend \$1,000, seconded and carried – with the bricks representative of the AMCM and MMC
 - ii) Kim to look into options for buying a bench as well
 - iii) Kim to send application link to the membership
- 12) Fishing Trip – Sept 7th –Chas**
- a) Southern contingent leave @ 9AM to drive into meeting place in Stonewall
 - b) Back patio is booked for 12-1 at Kris's
 - c) JT is open to have folks visit at his place afterward
- 13) 2019 Rally Update – Clarence or Ken:**
- a) Clarence is looking to stand down as Rally Chair. Greg O'Kane is stepping up to be involved. Ken – good to go
 - b) the Survey results will be posted on AMCM.CA
- 14) Not a Rusted Restoration...a Rusted Frustration with a twist grip!!! John Thompson**
- a) AJS restoration where every single cable comes through the handlebars... ☺
 - b) 1946 Panther resto' has the same throttle arrangement – not all the cables thru though. JT made up the parts...great story on copper and brass engineering fun and spinning metal ☺
 - c) Needs someone to help with the twist grip side...any helpers out there?
- 15) ANY NEW BUSINESS?:**
- a) N/A
- 16) Upcoming Events**
- **August 28** – Moto Social @ High Tea Bakery – 7-9pm. South side of Portage – parking at Deer Lodge
 - **August 31st** – Tech Day @ noon: Selkirk Fiberglass and Plastic Repairs 630 Dufferin Ave Selkirk Manitoba.
 - **September 7** - Spina Bifida fundraising tour; "The Fishing Trip" to Gimli. Southern contingent leaving at 9AM. All to meet at Tim's/Esso in Stonewall and ready to leave for Gimli @ 11:00am
 - **September 8** – Marion Hotel Show n Shine, 393 Marion St. Registration is 11-1, awards at 4pm. Live bands, door prizes, roast pig BBQ, beer gardens
 - **September 14** - HD of Winnipeg Show & Shine with a vintage motorcycle display
 - **September 15** - Tiddler Run, Lockport to Selkirk River Run
 - **September 21** – Tour at Paul Germaine's place – meet up and ride to Paul's place in early afternoon – details forthcoming!
 - **September 24** – AMCM Meeting
 - **September 29** – Distinguished Gentlemen's Ride www.gentlemansride.com
- Meeting adjourned at 8:55 pm. Coffee meeting place is the Tim Horton's on Fermor after the meeting.**

Antique Motorcycle Club of Manitoba

September 24, 2019 – MINUTES

7:30 pm, Harley-Davidson of Winnipeg

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

- a) 51 attendees, 13 bikes, Guests: Welcome to Kate Charleton, our newest member!
- b) Mystery parts: none tonight as we are busy with the auction

18) Vice-President's Report – Ken Charleton

- a) Bill Watt riding challenge update
- b) Deadline for the challenge is the Oct 29th meeting...take a picture of your ODO

19) Treasurer's report – Sarah

- a) \$11,538 in bank, however, many cheques to write!
- b) '83 Honda CM450E for sale

20) Secretary's Report – Kim:

- a) 152 members to date

21) Newsletter update - Raymond:

- a) Bring your stories in – newsletter coming out soon
- b) Mystery member from the last newsletter was Barry Seib

22) WebMaster report – Don Charleton:

- a) No changes – all good!

23) Librarian and Regalia Report: Dan Catte

- a) Update from the Tech Night – Saturday August 31st @ noon: Selkirk Fiberglass and Plastic Repairs 630 Dufferin Ave Selkirk Manitoba. Tour of shop and review of hydrographics, powder and ceramic coating, water based chroming process. Very impressive tour and show...
- b) New donations to the library tonight – thanks!

24) Fishing Trip – Sept 7th –Chas

- a) Was a nice day – great day with fish lunch, picture with the Viking, picked up fish on the way home
- b) Some folks went to John Thompson's afterward – thanks JT for opening your shop!
- c) Raised about \$600-700!

25) 2020 Rally Update – Clarence or Ken:

- a) July 3-5th weekend is open, but the price has not been set yet
- b) Chas made a suggestion to pay the \$1,800 and donate \$200 for their improvements project: motion presented, Tom Seconded, motion carried

26) Paul Germain Shop Tour – Saturday September 21 – was an amazing tour with lots of stories, seeing his street and race bikes. Everyone received a memento - 45 guests. Very well done and a HUGE thanks to Paul.

27) ANY NEW BUSINESS?:

- a) Steak & Spud fund raiser for Evan Hesom and his family – Saturday, October 19th @ 5pm, \$25, Rock's Bar & Grill, 780 Thornhill St in Morden
- b) Ross put forward a nomination of Kim Robinson for AMCM president, and Louis Rondeau as Secretary – both accepted the nomination and will let their names stand for the Elections in November.

28) Upcoming Events

- a) **Sept 25** – Moto Social at member Louis's Moto 49, 615 Mission Unit 17
- b) **September 29** – Distinguished Gentlemen's Ride www.gentlemansride.com
- c) **October 19th** – Fund raiser for Evan Hesom and his family – tix ar \$25, doors open at 5pm, Rock's Bar & Grill, 780 Thornhill St in Morden
- d) **October 29** – AMCM Meeting, 7:30pm HD Winnipeg, Niakwa Road
- e) **November 26** - AMCM Meeting and Elections night, 7:30pm HD Winnipeg, Niakwa Road
- f) **December 17** – AMCM Xmas party –Pony Corral Grant Ave

29) LIVE AUCTION – Dianne Best bikes and items

- a) Dianne's bikes, books, and various bike-related items: TODs are in the AMCM name. 1965 50cc 4-stroke Honda CUB, 2002 HD Dyna Super Glide with a Velorex 700 side car with a wooden shell.
- b) The will decreed to sell this within the club with all proceeds going to charity
- c) Thank-you to all who participated in this auction, with a total of \$5,041 raised. We will announce later as to the results of the donation.

Meeting adjourned at 8:50 pm. Coffee meeting place is the Tim Horton's on Fermor after the meeting.

Sadly we have lost a brother.

Jim Bailey peacefully passed away June 14/19. He was an original member of the AMCM and has been a member ever since. He was one of the nicest people you'd ever want to meet. Some of the motorcycles he owned, are now owned by fellow members of the club including a 1951 Velocette and a 1931 Indian four. ...he will be missed by so many.

Blast from the past

Over 100 years ago: Winnipeg newspapers were proclaiming proudly that a local motorcyclist had broken the world's record for 100 miles on a soft track, clipping nearly 2 minutes off the previous record. He was 20-year-old Joe Baribeau, who had come the year before from his hometown in Kenora.

The time set by the plucky young man would be far from a record today, but it took some doing on the primitive machine he rode that day and throughout his notable motorcycling career.

Joe's twin cylinder, 7 HP Indian had a straight chain drive, no clutch and no brakes. To get going he had a starter – a friend who ran behind and pushed! There were several ways of stopping the machine, The rider could kill the ignition, pull off the spark plug wires and coast to a stop, drag his feet to slow down or let it run out of gas, a fairly common practice when riding for fun, according to his son Paul E Baribeau of Winnipeg.

This was part of the Free Press account of that great victory, which appeared under the heading **“A World's Record for Winnipeg.”**

The Kirkfield track at Saint Charles was the scene of wildest enthusiasm Saturday afternoon when Joe Baribeau on his Indian motorcycle crossed the line on the last lap of his hundred mile record ride. And the announcement was made that he had succeeded in creating a new world's record for the distance on a dirt track of one hour, 40 minutes 14 and 3/5 seconds lowering the best previous time by a margin of nearly 2 minutes.

Even the splendid performance given by Baribeau does not represent what he could do if conditions were absolutely favourable for the making of records.

The track, though in good shape, was not nearly as good as it was on the occasion of the Automobile Club's fall meet a few days before. The day was cold and gloomy, making it trying for the rider, owing to the cold wind exerting and numbing effect on his hands and arms.

The signal sending the rider on his way at the start of his long ride was given by A. C. Emmitt, auto editor for the Free Press, at 3:25 PM. But after making one lap Baribeau pulled up for the purpose of removing some of the extra oil he was carrying in an emergency tank at the rear of the machine, as it was causing it to swerve bad corners. This occupied about 10 minutes and it was 3:36 PM before he was really away on his ride.

The first lap was covered in 59 for 4/5 seconds and everybody began to figure on an average of less than a minute a mile for the full 100 miles. But from the second to

the eighth lap, Joe did not succeed in getting under the minute mark, he did succeed, however in making a new track record for 25 miles.

Another Winnipeg newspaper was equally enthusiastic.

The thrills of the race came at the turns, which he took without letting up his speed. On completing the turn the rider would straighten his machine with a jerk, at the same time throwing up a cloud of dirt which almost completely enveloped him.

It was just one continued grind from the first lap until the 71st. It was on this mile that Baribeau with the assistance of W. Palham showed what a daring and skilful rider he was.

On the previous lap he had signalled for gasoline. Pelham then mounted another machine and started around the track with the fuel. It was approaching the sixth turn that Baribeau caught him while going as close to 60 mph clip. He was seen to hold out his hand and take the can as the riders grew closer together.

When he had filled his machine without stopping Baribeau tossed the empty can to the spectators in front of the judge's stand.

On the 80th round Baribeau signaled that he needed both oil and gas and by dragging his feet managed to come to a stop in front of the stand where another Indian machine was ready for him. He rode the spare machine until his own was ready and again switched. But it became apparent that he was weakening.

However once he was back on his own machine he picked up again and the last 15 miles were the fastest. He covered an extra 2 miles so there would be no dispute. The crowd went wild with joy when it was confirmed that plucky Joe Baribeau had broken the world's record. But he had to be helped from his machine. His hands were frozen to his handlebars, so stiff and cold they had to be pried off. His legs were so stiff he could not walk. So exhausted that he could not speak, he was carried to awaiting automobile and driven downtown.

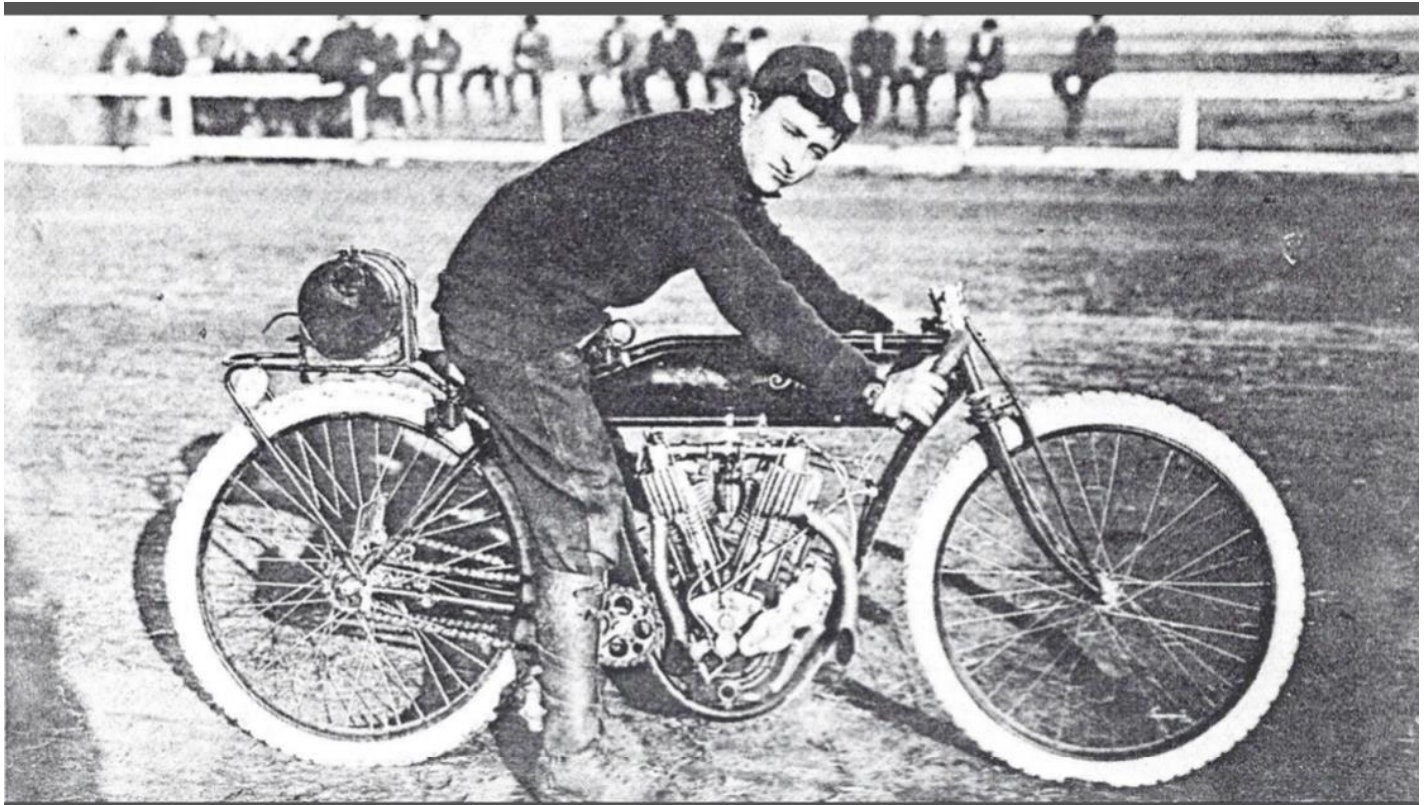
As soon as the extent of Joe's victory was known, a purse of \$60 was collected by those present. It was for a gold medal, suitably engraved, now a treasured family possession.

It was not Joe Baribeau's first attempt to break the world record. A few days earlier he had tried during the Winnipeg automotive club's race event at Kirkfield Park. Local newspapers agreed that only the fall of night prevented him. At least 15 miles were ridden in total darkness. The time keepers were supplied with lanterns to see their watches and all that could be seen of the rider was a black blur as he swept by to the accompaniment of a flash of flame from the opening exhaust of his machine. But he established Canadian records that day making a clean sweep of everything he entered.

After 1911 he moved to Toronto and soon won the Ontario championship. Under the sponsorship of the Hendee Motorcycle Company, makers of the Indian, he rode in and won many competitions in Detroit, Toledo, Columbus, Ohio and other American Canadian centers

Amateur and professional categories had been established in 1912, and now being paid, Joe was listed as a pro competing with the best.

Soon he was hailed as daredevil Baribeau and even the Terror On Wheels and the New Speed God. He performed before wildly cheering crowds at the Toronto exhibition, introduced as a man who raced an airplane at the Toronto exhibition and won!



World Champion Motorcyclist Joe Baribeau on his Twin Cylinder Indian 1911

His biggest years as a motorcyclist were from 1910 to 1914. He returned to Winnipeg in 1914 to compete at a race meet in Kirk Field Park, attended by some of the speediest men in the business. Held under the auspices of the Canadian Motorcycle Association. This newspaper stated the internationally known Joe Baribeau raced yesterday and cleaned up everything he entered, Although he did and newfangled somersault and cut his chin badly.

The first world war put a stop to race meets and soon Joe moved his wife and small family back to Winnipeg.

Even as a boy Joe had shown great mechanical ability. Growing up in Kenora he had made a Name for himself building and operating a motorboat and was even chosen to take the duke of Connaught (governor general) for a trip around the lake.

So he turned to the growing automotive trade in Winnipeg to make a living. According to his son Paul, Joe owned and operated his own garage and repair business, during the 30s, near the rear of the Town and Country restaurant as it was called at that time. Later the Crescent Auto Repair on Furby Street and Baribeau Auto Repair on Langside.

A great outdoors man he spent many hours hunting and fishing. He was musical too. In both Toronto and Winnipeg he was an active member of the Mandolin Orchestras.

Joe passed away in 1950 he was 61.

Dianne Best bequeathed to the club.

Some Books and Magazines

Some bike parts.

A 1965 50cc 4-stroke Honda CUB,

A 2002 Harley Davidson Dyna Super Glide

A Vellorex 700 side car with a wooden shell.

The will decreed to sell these items within the club with all proceeds going to charity.

Thank-you to all who participated in this auction, with a total of \$5,041 raised.

We will announce later as to the results of the donation.



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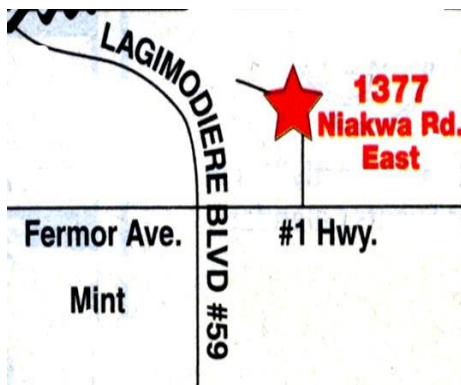
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SVR October 23rd AMCM Sadie Grimm coffee and ice cream ride celebrating women in motorcycling (repeated Wednesdays up to end of October)

SVR October 25th AMCM “Club Garage Hop” leaving from Tim Horton’s

SVR October 26th AMCM President’s Lunch Run, routes to be provided

SVR October 27th AMCM Ride to meets first, as listed by the MAAC calendar, then on to the Pony Corral on Grant Ave Lunch prior to.

October 29/19- AMCM Meeting HD Winnipeg Finish Line

SVR October 31st AMCM Sadie Grimm coffee and ice cream ride celebrating women in motorcycling (repeated Wednesdays up to end of October)

November 26/19 AMCM Meeting HD Winnipeg

December 17/19 – AMCM Xmas Get Together –Pony Corral Grant Ave

January 2020 Film night to be announced

February 25/20 AMCM Meeting HD Winnipeg

March 27-29, 2020 World of Wheels

March 31/20 AMCM Meeting HD Winnipeg

April 28/20 AMCM Meeting HD Winnipeg