

The 1987 Ariel 500 Red Hunter

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

P.O. BOX 1074, WINNIPEG, MANITOBA

R3C 2X4

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President's Note

I wish the roses were (Ariel) red
I wish the violets were bluer
I'm wishing for Spring
And I'm tired of Winter. (Tennyson he aint!)

It's Easter and we still have snow (howdya guess Jim), so we might as well focus on snow, motorcycles and bridges (clever lead in!). The photos this month depict a winter river bank climb at the Elm Park Bridge. A note on the back of the Ariel photo says "Chuck over the top 5 sec flat-fastest time of the day" (of course- he rides an Ariel) The photo was taken sometime in the late 1940's, the rider is Chuck Noakes, a Winnipeg Rough Rider Member.

The other photo shows an Indian (motorcycle!) but has no information on it. Both of these photos are in our club archives. Copies of these as well as others are available from the Manitoba Provincial Archives and may be ordered in various sizes.
Jim Harrison (notes by renegade typist)

Meeting Notice

Next meeting is at Woodhaven Community Club, 7.30 PM

Meeting date: APRIL 30, 1996

Bike Blither

Why do you waste money and time on those old bikes? Ever been asked that? Called strange names? Well, I got thinking about that.

There is the people you meet, but why are they there as well? There is the hunting for rusty old treasures, the sense of history when you find a special model, and even better when you get to ride one down the street and someone RECOGNIZES the bike! That seems to get scarcer by each year.

But to me, one the attractions is being able to work on the mechanism. No, not just having the time or a few bucks- I mean ABLE TO WORK ON - no computers or sealed plastic boxes, but nuts, bolts and screws. Think of the "old bike nut" in 2026! "Sorry, that module is not available separately"

I bought a car a couple of years ago, it was described as "a low tech vehicle" by an automotive writer. It has fuel injection and an engine computer, and I can only service it if certain things go wrong. -Wow-- take your high tech and shove it, thanks.

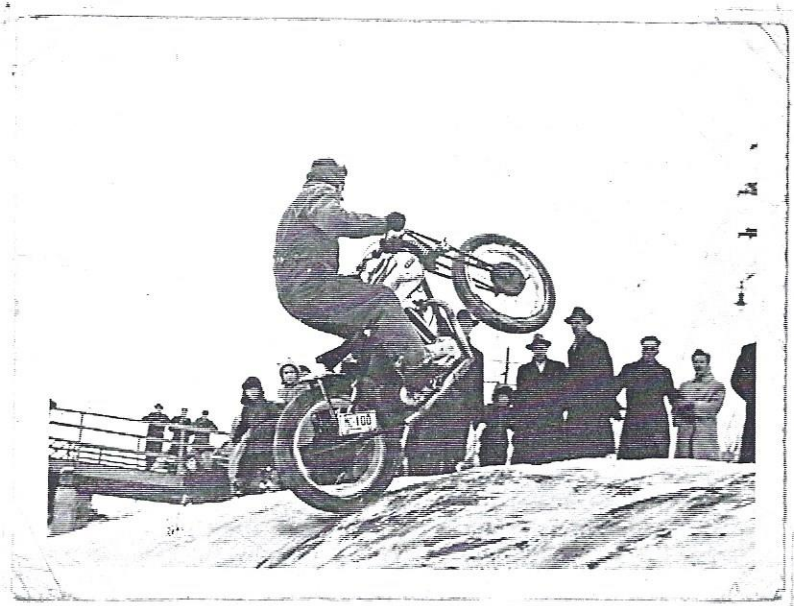
Alan's 1951 Ariel twin broke it's crank in two and still tried to run. We tore it down and are rebuilding the engine. It's going to be great to fire it up again and know that we fixed it, not just paid for it.

Anyway, why do we mess with old bikes? Overgrown kids? Frustrated Hells Angels? I think not.
Ed Pauch



- Left, an Indian rider
climbs the river bank
by the Elm Park Bridge.
Photo, from our collection.

Right, Chuck Noakes,
on his Ariel.



Meeting Minutes

Minutes of AMCM Meeting March 26, 1996

The Magnificent Seven gathered at Woodhaven Comm. Club for the extra large coffee and muffins. We reminisced some more about Ben Benson's shop which was located at Portage and Erin.

Ziggy suggested that Tiny and Irv be nominated Honorary Members. This was passed unanimously.

Ziggy's Financial report was we are \$1563.00 to the good.

Jim had visited Irv at Deer Lodge two weeks ago and gave us an account of how he is doing.

I brought the 1977 Scrapbook so everyone could see our founding members who were present. This provided some interesting comments.

There were a few more minor comments regarding next year, after which we adjourned into the cold.

Submitted by Mike the Bike.

Copied from another newsletter....Dept. of Use-less/full facts In Australia where Helmets are required normally, but can be exempted with a note from your Doctor, and you must ride a Harley. (EXCUSE ME)

I came across a home style Rust Removal method in my ramblings (found in CVMG Newsletter--- which came from Laughing Indian Rider's newsletter). You need a 4amp battery charger, household lye, kitchen utensils and some alligator clips and wire. Vinegar is needed to neutralize spills. If anyone wants the details, let me know.

The CVMG celebrate their 30th Anniversary next year...1977 is a milestone year for many people, it seems. Good Luck to them and their celebrations.

Apr - 90

Bookworm Munchings and Musings

Bookworm Returns with Scooters

In 1958, 200 Pounds Sterling would buy a 175cc machine and give change back. For a small sum you could join the 2 wheel fraternity. There were models available in England from all of Europe as well. In North America, Lambretta and Vespa were probably the few sold here in the fifties. In Europe, the Italians made Lambrettas, ISO, and Vespa. England supplied many more, BSA, Triumph, Dunkley, Bond, and Sun. The Europeans had CZ, from Czechoslovakia, German brands, Durkopp, Heinkl, and Kundrapp.

The accessories market was as varied here as for the bigger two wheelers. I even saw a hand operated wiper blade, via lever and cable. You had to have a windshield to mount the accessory though.

In the sixties, Japanese inroads with their small motorcycles probably helped reduce the number of the scooter factories sales.

It is amazing how markets peak and die. Anyway, this study of industrial idiosyncrasies just scratched the surface, I'm sure.

So long, Spring is around the corner,
riding time soon.

Want and Don't Want Ads

For sale: 1977 Triumph Bonneville 750, former BC museum display, 6000 miles, mint! Contact Duane Chapman (204) - 489 - 0636

Wanted: Petrol (gasoline) tank for 1957 Ariel 650 twin - Contact Ed Pauch (204) - 832 - 0255

For sale: Replica Lucas battery cases, standard bike and Square 4 sizes- Also bearing babbiting, fiberglass replica parts- Inquire- Contact Ed Pauch (204) - 832 - 0255