

MIKE

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

P.O. BOX 1074, WINNIPEG, MANITOBA

Rust n Pieces - Number 9 Volume 21 - September 1998 -

1998 Executive

President: Jim Harrison - 837-9093
Treasurer- Siggy Klann - 668-7679
Editor - Ed Pauch - 832-0255

Secretary and Librarian- Mike Baraschuk - 757-2368
Property Manager- Ray Houde - 253-9059

Meeting Notice

Next meeting is at Woodhaven Community Club, 7.30 PM
Meeting date: SEPTEMBER 29, 1998
Next month: OCTOBER 27, 1998

President's Note

The first item this month is a sad one. Len Hardy passed away at age 75 on August 9th. His funeral was August 14, with a number of people including some from the CVMG and our club attending. I had the honour of being a pallbearer. The service was performed by a chaplain from the Armed Forces, and Barry Seib delivered a nice eulogy. Len is buried in Brookside Cemetery in the northwest corner. Len had been a member of our club in its early years. He was born in Winnipeg but moved to England in 1930, returning to Winnipeg in 1948. He had experiences with various brands of motorcycles, his favorite was the Vincent.

Len had been retired for several years from the CNR where he had worked in the Blacksmith Shop at the Transcona Yards. Len had many interesting experiences to relate about motorcycles and his service time in the RAF. He was a kind and gentle person and will be greatly missed by his friends.
Jim H.

Morden Corn and Apple Festival Aug. 23

Bill Watt and Jim H rode out to this event, having been invited by Rudy Enns of Gaslight Harley Davidson.

There were storms about but we were lucky and the streets were dry by the time we arrived. We didn't get rained on till about 45 minutes after we reached Morden city park. There were lots of trees for shelter and the rain didn't last too long. It did attempt to sprinkle a few times during the afternoon but wasn't enough to be a problem.

There were a few non-Harley bikes on display and there were prizes for these as well as for a vintage class (and the many classes of Harley). Rudy had his

collection of "as-found" Harleys on display as well as a couple of 30's Ford cars. The event was put on by the Border Hills Car Club and the Southern Manitoba H.O.G. Chapter. There were lots of hot rods on display.

Other people met were Ed Weibe on his '38 Indian Chief and John Krahn on his Harley 45. CVMG member John Daigle and his significant other (Shelley) were there on their Triumphs. I handed out some of our club posters at the event.

On our way home we were intercepted by one small storm. We donned our rain suits and kept them on till we reached Oak Bluff. We were out of the rain by the time we reached Carman, but keeping the rain suits would guarantee good weather, and it worked. We ate at the Oak Bluff restaurant and thus ended a very pleasant day.

Jim H

Editors Note

Not much to say, I missed the last meeting as that was when my daughter got married and things were rather hectic. I haven't ridden the 4 very much at all, and hope to get more time on it now that cooler weather is approaching.

I was saddened by Lens passing. I never got to know Len very well, and that is my loss. On one occasion I was at his house and was amazed at his collection of bikes and parts. Len was very willing to host our visit.

The swap meet at the Tin Lizzie on the Labour Day weekend was a reasonable success. There were some bike parts in with the car stuff and the weather was fantastic. The venue is first rate. Next year will probably see a repeat, but much larger.

Ed the ed

Terry and Dorothy Neustater's Trail Ride - Aug. 29,30

I went out to Terry's cabin west of Lavenham. Terry is a CVMG member and had invited people out, including our members. Due to conflicting commitments, no one else went, which is unfortunate as it was very nice on the Saturday. I managed to get my R90 stuck in the soft sand road going to the west side of Lavenham. I was wrestling it back to the more solid gravel road I had just left when Terry and Dorothy happened along with their truck. Being experienced at trail riding, Terry had no trouble riding the Beemer to the cabin while I rode in comfort in the truck.

Terry has several bikes at the site and I enjoyed trailriding a 60's Honda 125 twin and a 175 Kawasaki enduro. Terry and Dorothy led on a 500 single Yamaha which has been modified for hill climbing. We looked at the view from a cliff on the Assiniboine river, the countryside is very pretty and anything but flat. We had a nice lunch of barbecued farmer's sausage and played with a potato cannon. Later, Terry gave a demonstration of hill climbing his 500 Yamaha. I really enjoyed riding the trails and would love to do more of that. Thanks to Terry and Dorothy for their hospitality. I also enjoyed meeting their dogs Bud and Sam who joined in the festivities with great enthusiasm

Jim H.

A.M.C.M. Minutes of July 28, 1998

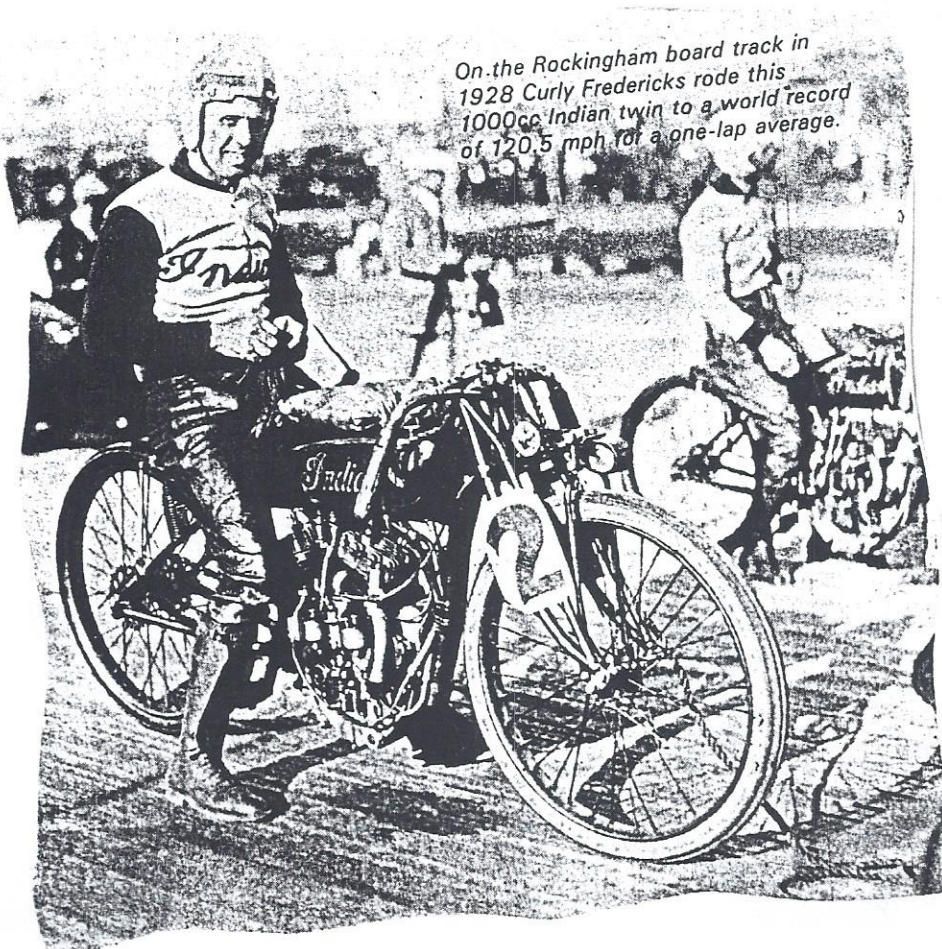
Seven members showed up for the meeting this evening. Reports are as follows; Jim commented that Woodhaven C.C. lost \$30.00 on the Show and Shine. Siggy, the Treasurer says we have \$720.00 to the good. This is good.

Discussed giving a donation to Woodhaven for \$50.00. Motion put forward by Siggy. Seconded by Ed. Motion carried.

Librarians report; recieved some magazines from England on old bikes, from Ed. Magazine is called "Old Bike Mart"

Reminder for the Corn Roast on Sept 12, saturday. I left before the coffee run and closed meeting at this point.

Respectfully submitted, Mike.



On the Rockingham board track in 1928 Curly Fredericks rode this 1000cc Indian twin to a world record of 120.5 mph for a one-lap average.

Here's
a
Blast.
from
the
Past !!!

Minutes of Aug. 25, 1998 A.M.C.M.

We had seven members and one guest on a beautiful warm evening. Jim opened the meeting with the mail rec'd.

- 1.... an advert for Aug. 29 and 30 weekend event for the Christian Motorcycle association, as I write this up, it's been a perfect sunny hot weekend.
- 2.... The Deer Lodge Foundation sent us a request for donations.

Gilbert spoke to Autopac regarding Bike Appraisals, and we are allowed to continue with our current staff.

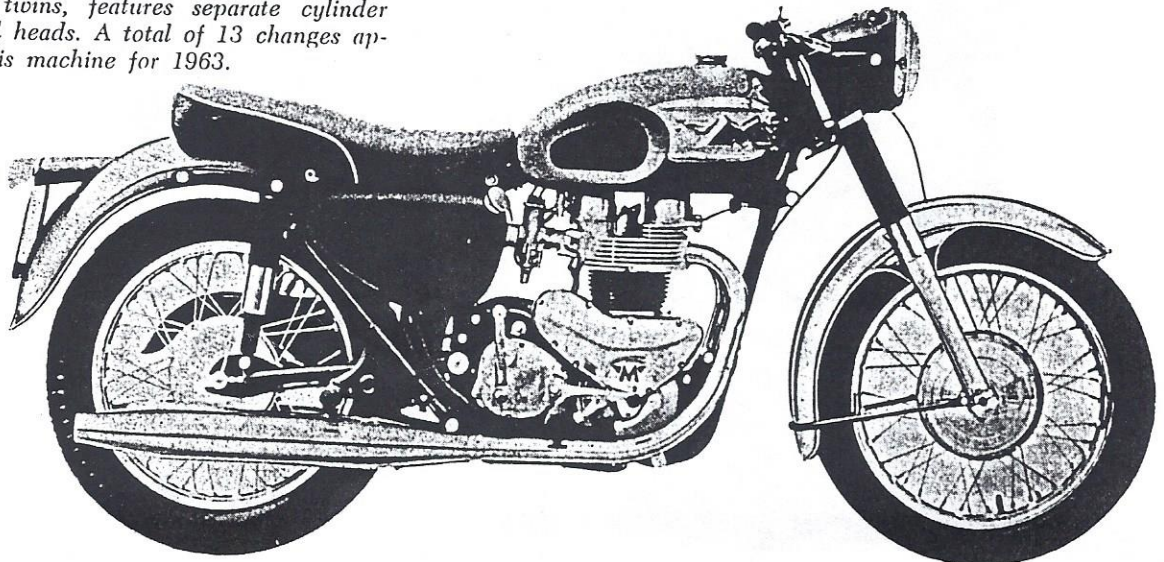
General discussions continued regarding Vehicle Safety Inspections. Jim closed meeting and we all rode off into the dark.

Respectfully submitted by,
Mike the Bike.

----- It's only four months till Christmas, so ride
lots before it snows.-----

Library Notes...if anyone has books, don't forget to return them. My records might require a visit due to delinquent members. Bring in photos of our biking events for the club photo album, too.

LARGEST of the Matchless models is this 45 cubic-inch G-15 twin. Engine, as on all Matchless twins, features separate cylinder barrels and heads. A total of 13 changes appear on this machine for 1963.



for 1963

The BOOKWORM TECH TIP COLUMN.....

and the Cursed Dead Magneto.

Here's an eye-opener regarding the lack of spark from my Matchless Magneto. After checking and proving that a screw-driver tip would not stick to one of the magnets and no spark produced, I started a search for some one to fix it for me. One of the scary options was "Send it home to England". One comment forwarded was that losing magnetism was unheard of.

Finally, time permitted me to take failed Lucas part to Ted Hector. He has access to an electrical machine to charge parts for Magnaflux Processes. We took this thing apart on a Friday afternoon and discussed and tested and he decided to take it and zap it for me. I thought another look inside the housing to see if the magnets are removeable. Looking inside housing I noticed one magnet was formed thus;



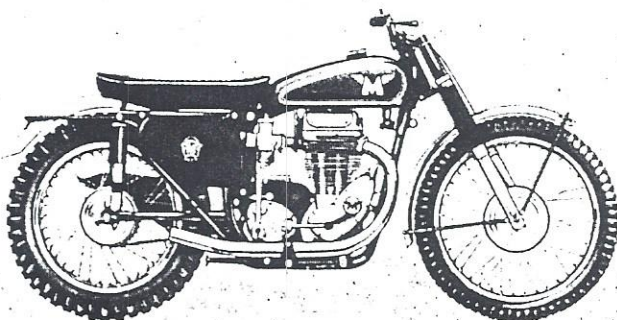
← the other magnet formed thus;

I stuck a screwdriver in the gap between and noticed pieces of metallic swarf bridging the two magnets. Ted washed and blew out the gap, and, "wait for it"-----the strength on the non-magnet increased equal to the other. Go Figure. We poked and prodded to make sure there wasn't any more shit in there and I reassembled it there, but without the point plate. At home I completed the assembly, and it's a good one again. The Matchless, she runs great again.

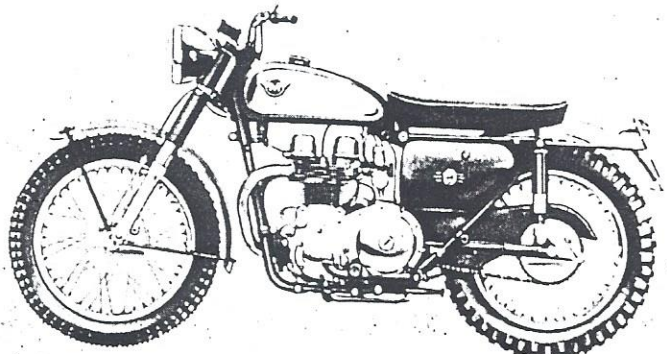
From a technical aspect, I guess the particles conducted the lines of force down and weakened one magnet enough to be almost dead. I hope this helps someone in the future, if any one out there still uses an antique magneto style ignition system.

Mike the Bike.....

SMALLEST of the Matchless range is this 500cc overhead valve single cylinder model — the G-80 CS.



OFF-THE-ROAD sports twin — the G-12 CS with cross-over pipes, knobby tires and 2-gallon gas tank.



Jim H

Upcoming Events

Corn Roast Date - John and Pat are hosting this always fun event on Saturday, September 12th.

MAAC Report

As MAAC is not meeting over the Summer, no report is available.

AMERICAN • BRITISH • IMPORTS

THUNDER ROAD
MOTORCYCLES INC.

SALES • SERVICE • REPAIR

#6-1865 Sargent Ave.
Winnipeg, MB R3H 0E4

TED HECTOR & BILL FRASER
(204) 783-8894