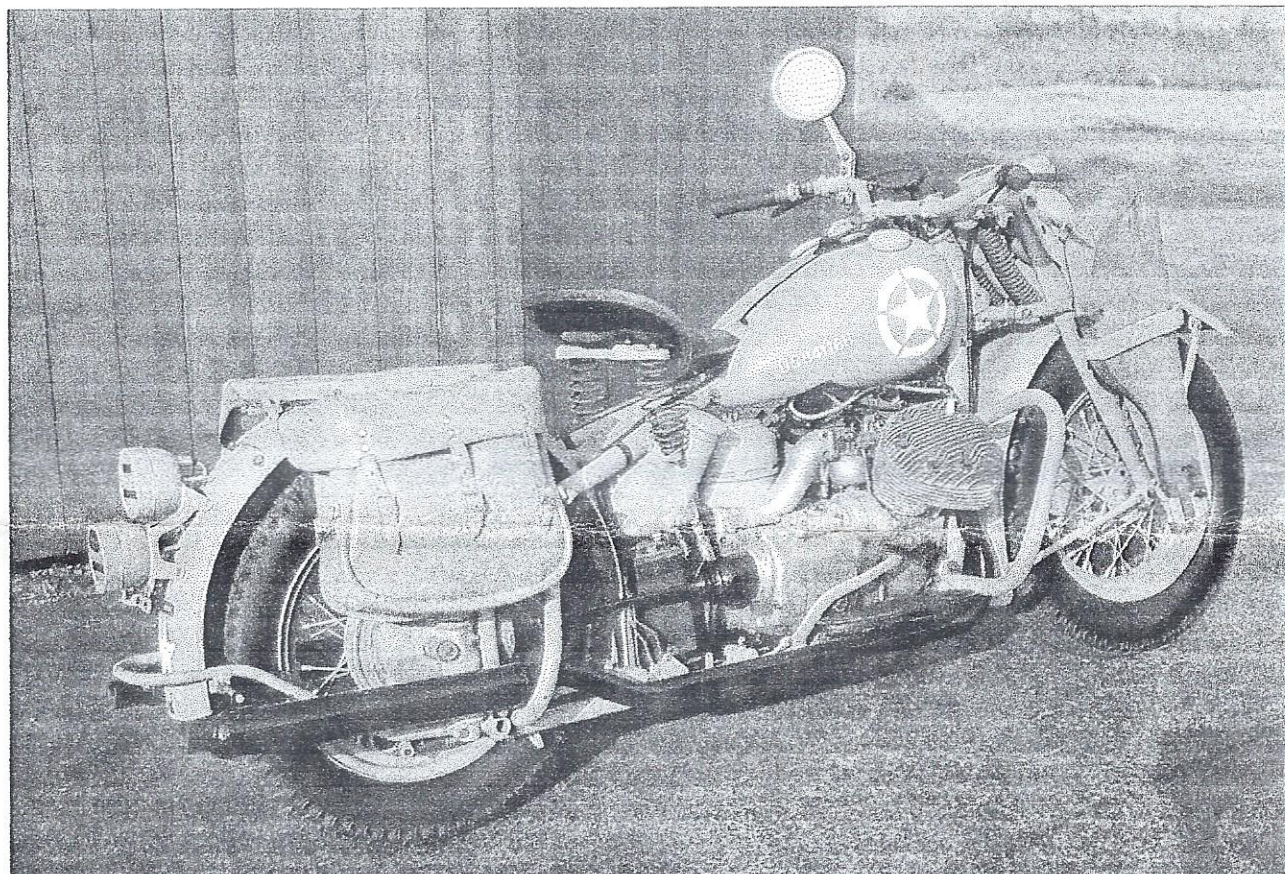


ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.
P.O. BOX 1074 WINNIPEG, MANITOBA R3C 2X4

RUST'N PIECES

Number 10 Volume 23 October, 2000



1942 INDIAN 841

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UPCOMING EVENTS

Pizza Night in December
(more details to follow)

May 6, 2001
Tin Lizzie Show

May 27, 2001
Run to Lavenham, Mb.

August Long weekend
Biggar Bike Rally
Biggar, Saskatchewan

Meeting Notice

Next meeting at Woodhaven Community Club

October 31th, 7:30 p.m.

Next month November 28

Community Club contact: Anne Boyd 831-1635



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Club Minutes

Six bikes and nineteen people showed up for the meeting. Jim opened the meeting, and announced M.A.A.C. meeting tomorrow, Sept. 27 and asked for someone to attend. It is in our interest to go. To be held at the Pony Corral on Narin Ave.

We also heard about the Stoney Mountain Show and Shine. It took one hour to clear the gate, at 9:30. Three members went, with 35 bikes in total. There was a band playing for the day, that ended at 4:30.

Next topic was the collection date for advertisers, with Keith running a reminder in the newsletter with termination date. The Bingo / Lotteries is being tended to by Jim and Lorraine to complete the overly long form.

The last summer event, the Corn Roast brought in \$23.00. The day started out with the rain gods coming down on everyone, until about mid-day, whereupon the sun god prevailed. The lack of activity on the part of the members was duly noted by the new Activities Personnel. Actually, I enjoyed the slalom course they laid out for us.

Treasurer's report.....we now have 33 members paid up, an increase of 9 from last year.
Current balance \$805.00

Motion forwarded by Ed to raise Dues to \$25.00 for the year. Seconded by Ross M. All in favour, carried.

Bill W. informed us of next years activities,
Lavenham, Man. on May 27, Sunday
Tin Lizzie on May 6

The meeting activities were discussed, and suggestions of National Film Board for Videos or Len H. source of photos and movies he shot were mentioned. So stay tuned.

John T. mentioned Town of Biggar to hold the "Biggar Rally" next year. John Bennet to organize this as a 1000K rally to end up in Biggar.-

We then shut down the meeting, had the Library Draw, and vacated to a new coffee spot.

Respectfully submitted by
Mike, the Bike....



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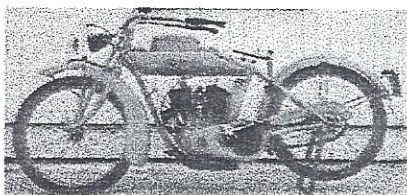


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Editors Note

I came across this machine in a book entitled "Motorcycle Classics". It was a model that I wasn't aware of so I thought I would share the find with the membership.

Produced during WW II, the 841 was designed specifically for use in the deserts. Designed by Briggs Weaver, it represented a radical departure from the typical Indian machine.

The engine of the 841 was a V-twin, but it was mounted perpendicular to the normal Indian practice, with the cylinders sticking out the side of the bike into the airstream. To be more cost effective, many internal components were borrowed from the company's Sport Scout model. Not only was the engine configuration unusual, but it drove the rear wheel via shaft rather than the usual chain --- a configuration deemed more suitable for use in the abrasive desert sand.

Only about a thousand 841s were ever built, and due to it's late entry less than fifty were ever pressed into military service. The rest were sold to civilians, most being converted for use on the street.

DISPLACEMENT: 45 cubic inches

VALVE TRAIN: side valves

CARBURATION: Linkert

TRANSMISSION: four-speed, foot shift

FRONT SUSPENSION: Girder fork with coil springs and shock absorber

REAR SUSPENSION: Plunger type with coil springs

FINAL DRIVE: shaft

Keith F.

email bsakid@hotmail.com

President's Note

Another enjoyable and well attended meeting in September. I don't know if I can stand so much enthusiasm.

I can't complain about the weather this fall. We've had some really beautiful days. Even some of the less than beautiful days I have ridden my R 90 a bit. At freezing temperature it starts o.k. In the 70's when I rode an R 60 it would require a jump start from my car at anything approaching similar cold conditions. Maybe some of the reasons why a twenty-six year old 900 will start easier now than a new 600 has to do with current battery technology and that I now use sae 20-50 instead of sae 30.

Various events are being discussed for next year, and I'm especially looking forward to Terry Neustater's event. I really enjoyed visiting with him and Dorthy and trying out the trails a couple of years ago.

Speaking of events, it will soon be time for our annual pizza night. It will likely be on a Tuesday evening in early December. Try to make it out; and remember, significant others are welcome.

Jim H.

Davenport 2000

Preface

I am late with this report because of work related issues. One of these was attendance at the Honda Canada Motorcycle Dealer meeting just last week. It was held at a first class resort in the beautiful Muskoka region north of Barrie, Ontario and was a first class affair. I have to mention a bike Honda will be releasing for next season. Model designation is "VTX". It is a monstrous V-twin street cruiser of 1800cc displacement. The engine is massive with bore and stroke figures over 100mm. Flywheels weigh in at **over 40lbs!** They wouldn't let me ride it because it was prototype, but they assured me it would be a spirited rider in production form. It is one mean lookin' bike.

I had to settle for a Spirit(Shadow) 1100cc V-twin. Riding position was hard to get used to i.e. low seat height and forward controls. Once I settled in and got used to the wonders of gear changing via foot movement, the ride through the twisting high country (in full fall colors) was splendid. This is work?

Davenport 2000

The AMCA (Antique Motorcycle Club of America) meet held every Labour Day weekend in the city of Davenport, Iowa is the largest of its kind in North America. The size and content of this event is awesome and must be seen to be believed.

Over 700 vendors filled the Mississippi Valley Fairgrounds this year, forming row upon row of antique motorcycle parts, basket cases and complete bikes for sale. If you are searching for that special part, you'll have an excellent chance of finding it here. As attested by companion Sigg and his many trips back to the truck to drop off rare finds.

Most of the big players in antique cycle parts remanufacturing were present, which gave me the great opportunity of meeting the people to whom I have been sending all my money to, these last few years. They were very appreciative.

Touring the fairgrounds, you come upon makes and models of motorcycles that you would never have a chance to see elsewhere, Merkels, Popes, Yales, Iver-Johnsons, Marsh-Metz and other brands from years gone by. Some for sale, some not, but always a friendly owner with an interesting tale to tell. The crowd was very friendly to us Canucks and just about everyone asked about Bert.

The weather was brutal. High nineties, sunny, and humid beyond words. I think the ozone layer must have thinned over Davenport for those few days. The humidex-adjusted temps were in the 110-115 degree range every day. I managed to keep cool by keeping my T-shirt and Tilly hat constantly soaked with water and partaking in copious amounts of canned beer. One bonus was that you could examine engine parts at actual operating temperatures.

Antique motorcycle races were held at the fairground track Friday evening. It had cooled to a chilly 99 degrees. The air was full of an intoxicating mixture of dust and castor oil as vintage machines (and riders) raced around the ½ mile dirt track. There were novice and expert classes and all were limited to pre 1965 machines. My favourite was the "boardtrack" class; 75 and 85 year old motorcycles racing at breakneck speeds on a dirt track. No clutch, no brakes, it was magic. Third place finisher was 68 years old (the rider)!

But, he was not the oldest. Another winner in the 165cc (Hummer) class was 74! Those Harley Hummers were really moving and he was a great rider in the corners.

The building that housed the bikes for judging was air-conditioned, thank God. I often ducked in here just prior to the onset of heat stroke. Bikes on display were impeccably restored and extremely rare. Some were unrestored, unmolested originals-my favorite. There was a 1946 Harley FL (74" knucklehead) that was found in California. It was brought out of storage after 49 years and had only 6880 miles on the clock. Had original spark plugs, registrations etc. It was absolutely gorgeous.

Doc Patt had his Ace collection on display; XP4 1923 World speed record holder (129.6 mph -by Red Wolverton), 1923 Sporting Solo, and XP3 1923 World sidecar record (106.8 mph) also by Red Wolverton. Harley-Davidsons of many flavours were in attendance; 28B single, 33 VLE, 36 VLH, 30V, JD, JDR, R model, and a 1934 VD!!?

The 30's must have been a gentle and innocent time. Is this true Bert? Imagine bragging in 1934 that you had just acquired a VD. Also in the HD camp was a rare eight-valve boardtrack racer. Indians abounded as usual, Powerplus's, Scouts, Fours and many Chiefs.

Some of the more unusual bikes were a 1920 Reading Standard V-twin with optional electric's (beauty), '37 Crocker, 1914-15 Excelsior board trackers, the Excelsior Big Valve Racer was the first to lap the boards at 100 mph (accomplished in 1912). Another rare bird was a Waverley OHV single boardtracker.

For Brit fans, there was a 1930 Ariel model G special, '49 HRD Rapide with a factory optional

"Blacknell Bullet" all aluminum sidecar, and an **extremely rare** 1930 Matchless Silver Hawk. AMCA president, Bob McLean, owns this bike. I spoke with him briefly about this machine, I supposed he spotted my puzzled looks. The Silver Hawk has a 4-cylinder engine configured in a tight 22 degree V -front to back. The bike survived a brief production run from 1930-35, with a total production of only 525 units.

Not to be forgotten or left out, European marks were represented by vintage Beamers; '53 R51, '59 R60 and a nifty R-12 with tank shift. Guzzi fans would have appreciated a superb 1958 Falcone 500cc.

This was only a brief sampling! See what you've missed! I was "warned" often, that if "you attend this meet, you'll have to go back every year". They were right.

Richard G.

Manitoba Graduated Licensing – Motorcycle

In July, the Task Force to review motorcycle and automobile graduated licensing systems for Manitoba reported to the Minister of Highways and Government services.

The Task Force held meeting across the province and heard presentations from many interested parties (was AMCM aware of this?). Of particular note to motorcyclists, the Task Force recommended **four levels** of licensing-the *Learner* stage, the *Intermediate* stage, *Probationary* stage and the Full License.

To obtain the motorcycle *Learners* License, all beginning motorcyclists must be supervised by a qualified **mentor** motorcyclist and pass a motorcycle skills test or pass a provincially approved rider training course. The restrictions on a *Learner's* License include maintaining a zero blood alcohol content, may only ride during daylight hours, may not carry passengers and may not have any Highway Traffic Act or at-fault accidents for 12 consecutive months. The *Learners'* stage lasts a **minimum of twelve months**. To exit this level there is a "primary road test".

Once a motorcyclist passes the primary road test, he or she enters the *Intermediate* stage. Once again, there are two main restrictions-must maintain the zero blood alcohol and must not have any Highway Traffic Act or at-fault accidents for twelve consecutive months. The *Intermediate* stage must be held for a **minimum of one year** and maximum of 2 years. To exit this level you must pass an "advanced road test"

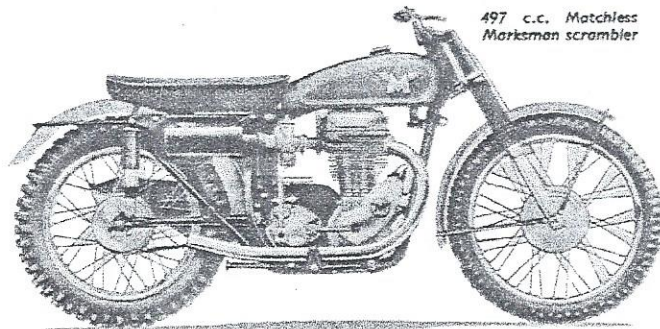
After a motorcyclist passes the advanced road test he/she enters the *Probationary* stage. The restrictions for the *Probationary* stage are the same as the *Intermediate* stage. Only after a rider has ridden for twelve consecutive months or more without any violations or at-fault accidents can he/she obtain a full motorcycle license. In total, it will take at **least three years** before a motorcyclist can obtain full license.

Note: Various groups are presently preparing submissions to Minister of Highways re these proposals. Of main concern is the obvious complexity. Will update as available.

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_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, _____, will abide by the By-Laws of the Antique Motorcycle
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