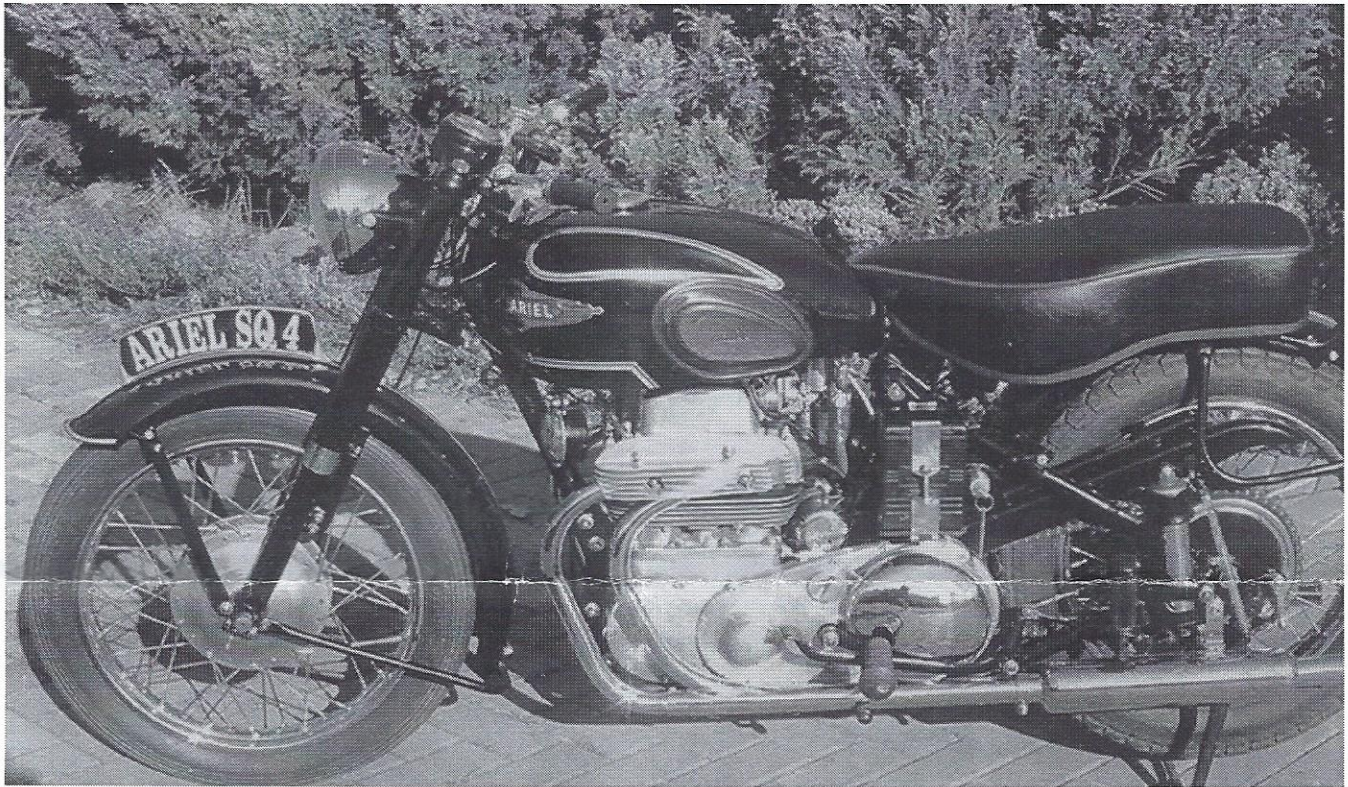


ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

RUST 'N' PIECES

PO Box 1074, Winnipeg, Manitoba R3C 2X4

• Number 03 • Volume 27 • March 2004



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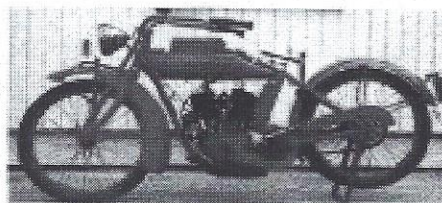
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NOTES FROM THE EDITOR

Editors Notes:

Well here we are just weeks away from our first ride of 2004, right? The snow is slowly giving way to black pavement and dry roads. Finally, we can say good bye to winter (we hope).

We have had a great response from our members on submitting interesting articles for our magazine. Such a response that we have had to save some for the April edition, isn't that wonderful!

Because of the cost factor and the envelopes we use for mailing, we try and keep our newsletter at eight pages. When we had everything put together we ended up with 16 pages. Suffice is to say we had to hold some of the articles until April. To those of who submitted articles don't worry we will get them in next time around.

Thanks to Keith Freeman, for continuing to be my backup support in putting together the newsletter, much appreciated Keith. Ed.

Cheers!

Marie

PRESIDENTS COMMENTS!

Here we are halfway through March and spring officially arriving this weekend. I guess we are all looking forward to the coming riding season. If the weather keeps getting warmer we might even see some bikes at the next meeting. Marie and I had a great trip to the southern states, drove some fantastic motorcycle roads (in the van unfortunately). I'm looking forward to having all the executive present at the next meeting.

Respectfully Submitted,

Greg

UPCOMING EVENTS

FEBRUARY

Next AMC Meeting

March 30 7:30 p.m.

Woodhaven Community Centre

MAY

CMMG MLA Ride

Watch this space for date & time!

JUNE

Manitoba Ride for Sight

When: June 25-27

Where: Legislative Grounds

Registration is Saturday from 9-10:45 a.m.

JULY

Club Rally

July 2nd 3rd & 4th (See poster in this edition)

AUGUST

Breast Cancer Pledge Ride

Southern HOG Show & Shine - Morden Park

SEPTEMBER

Corn Roast - September 18th - Choquette's

MEMBER'S

CORNER

The Beemer Guy

The President has been after me to write something for the monthly news letter, so I thought I would put pen to paper or at least fingers to keyboard. Instead of a technical dissertation I decided that a few words about riding motorcycles is in order.

So often, especially with antique motorcycles, we become so focused on the restoration and repair that we lose sight of what it's all about. I have been guilty of this on many occasions. Whether you weekend ride or all out tour, there is a common denominator; riding. This has been the hook for me from the beginning. Buying my first motorcycle was one of the most monumental events of my life. I didn't know it at the time, but buying that old used Honda changed my life for the better. Although my parents were less than thrilled and had said, "It's just a phase. It will pass."

It's now 22 years later and I still have the same passion that I had then. That passion is not so much for repairs, but rather riding. Every spring I pull out my trusty steed (after blowing a couple of thousand dollars on it!) and I get the same thrill as my first ride long ago. This is the payoff.

The Beemer Guy

I was at the last AMCM meeting and as I looked around the room I realized that I knew maybe half the attendees by name and had seen or spoken to the balance of the others. None of us were paid to be there nor did anyone make any money for attending, yet there we were. And we were all there for one reason; motorcycles. There is always good natured ribbing about this make of bike verses that make. But we are all on the same wavelength.

I have been a member of several motorcycle clubs over the years. Invariably problems arise with internal politics and/or squabbling. This is usually when I walk away and have no further use for motorcycle clubs of any variety. I joined the AMCM because I got to meet a few members and I was impressed by the overall commitment to motorcycling. Once I had a chance to ride with some of the club I was pleased to see that it was more about riding and less about speed, performance and showing off. This, sadly, is often the case with some of the other clubs. I had taken some rides with other groups in the past and was nervous of the new riders who I saw with us. They had clearly never taken a lesson and had started out with either a 1200 lb. touring bike or a 130 HP Crotch Rocket. It makes for a very unpleasant ride while watching your co-riders nearly crash into each other or worse yet you.

The AMCM is more unique in another way. Antique bikes are a commitment. New riders don't often go out and buy a disheveled old bucket for an expensive restoration. Antique motorcycle restorers have an inherent commitment to motorcycles that goes beyond the normal rider. It is easy to go out and spend thousands on a new bike. That new bike needs little save for someone to ride it. There are probably dozens more just like it on the road. This doesn't belittle the new bike buyer, but rather is a different mind-set than antique buyers.

One of the rides I took with the AMCM, early on, was with several from the club. One, of course, was good old John Thompson. I had met John several times and had seen his Moto Guzzi, but had never seen his AJS. This day the AJ was on the road. At a stop I asked John how much of his AJ was original. He replied he thought the swing-arm and the front fender were about the only parts from the original bike. I was a little shocked. I looked at the AJ again and realized the effort and care that must have been required to restore and repair this little gem to it's current glory. Commitment!

Having some small experience repairing motorcycles, I am impressed with the antique restorations I see in the club. Because I work on modern motorcycles, if I found a broken or worn out part and I just ordered a new one. This is not possible with antiques and presents a whole new set of problems for the restorer.

Riding antiques must be a unique experience indeed. My bikes are a 1987 and a 1990. They are both a fair way off being antiques. But I didn't join the club because I wanted an antique or to enlist someone's help on a restoration. I joined for the people, the riding and the common enjoyment of motorcycles whether they be British, German or Italian or whatever. You never know. A Norton or an AJS could show up as part of my collection in the future.

C U in the Wind
The Beemer Guy

WHERE ARE THOSE RUST N PIECES ?

Wanted

Manitoba motorcycle license plates prior to 1960. Any condition.

Wanted

Lead on a complete or restored Harley WLC military 45ci. Original preferred or an older restoration. Any leads will be appreciated.

Wanted

Old Motorcycle Chums and Big Five Motorcycle Boys children s books. Circa WW1. Contact: Ross Metcalfe: 837-8165 or e-mail: moose102@escape.ca

Your Classified Here

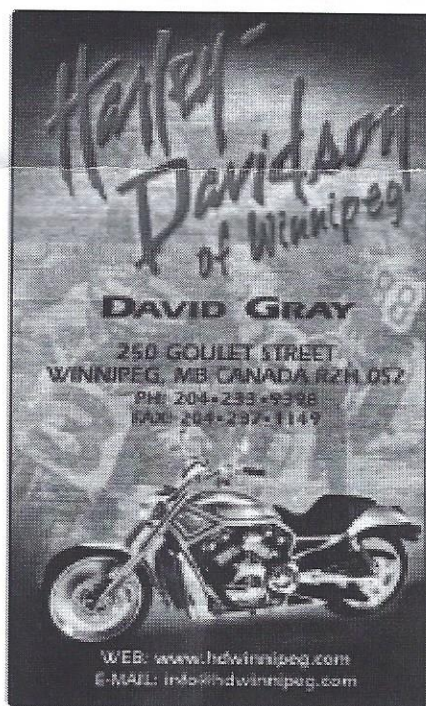
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"CLASSIC" GARAGE SALE

By David Pritchard

I need garage space! Will someone share some of my collection?

1970 BSA 650 Lightning

Last of the good ones; rebuilt engine, new paint, tires, etc. Excellent condition, original bike.

Cost: \$6900. CAN

1952 AJS 188 500cc

Engine rebuilt, running, new tires and paint, correct in work. A nice machine!

Cost: \$2900. CAN

1971 Norton Commando FastBack RED

A good running bike, new paint, new seat cover, electronics, a desirable model.

Cost:\$3900. CAN

197? Bultacco dirtbike: \$750

david@bardalfuneralhome.com or 797-6698

MINUTES OF THE FEBRUARY MEETING

Meeting was brought to order by the President with an update for December and January by thanking Dave Pritchard for hosting the Christmas Party. Also, Ross Metcalfe for hosting the Movie Night in January.

Greg has invited a representative from DWG Professional Detailers, to do a demo on some of their products at the March meeting. It was suggested that maybe we could get someone to do a presentation on the advantages of using Synthetic Oil. John Tankard will follow up on this.

There was also some discussion on Vintage Plates. Greg will try to contact someone from MPIC to speak on this. Ross Metcalfe suggested we get someone from the Motor Vehicle Branch to come and speak.

It was brought to our attention that the postal code on the return address and the one on the magazine are different. The conclusion was that we go with R3C 2X4 (checked code and R3C 2X4 is correct! Ed.)

The financial report was read by the president, which was prepared by Richard Gibbings. Ziggi inquired about our incorporated fees

Bill Watt inquired about the community club house fees. Present information is that meeting house fees are due in March.

The club rally was discussed and it was decided that a budget was needed for this year. Official rally committee members are: John Thompson, Jim Reimer, Jerry Stubbington (the 3 'J's) and Keith Freeman.

Ross Metcalfe, made a motion that the Rally Committee present a budget to the executive at the March meeting, seconded by Dave Pritchard. The motion was passed unanimously.

Ross also made a motion that a joint rally committee be formed for the 2005 rally with equal representation from AMCM & CVMG (Keystone Chapter). To be formed right after 2004 rally, this was seconded by John Tankard and passed unanimously.

Some discussion took place about finding an alternative site for the rally next year. Greg suggested that each of us look for possibilities as we enjoy our summer rides and bring forth your proposals early in the fall for discussion.

Librarian, Mike gave his report saying he has some money to buy books but has not been successful in finding anything suitable. Mike also had a question regarding our insurance and if it covered the contents of our library. How do we get an evaluation done and who should we contact?

Jim Reimer gave a brief report saying that he had a box of club clothing (T-Shirts etc various years). He will bring this to the next meeting, bring money!

Greg encouraged all present to submit their articles for the newsletter.

The meeting was adjourned.

Continued at Tim Horton's for coffee and stories.

Comment from the President . At the end of this meeting we have 37 paid members.

Have you paid your membership yet????

MURPHY APPLIES HIS LAW

By Grey Burning Muffler

DJ Day dawned bright and sunny. We had once again booked into the Majuba Lodge, Newcastle, to follow the DJ and I set off on my 1953 Ariel SQ4 to meet Denis Simons in Nottingham Road to ride down together to meet Brian Elam and co at Michaelhouse. The previous evening I had spent time cooking and preparing my special sandwiches which I fancy have become rather famous and I had to keep up the standard! With crusts cut off and lettuce leaves I had put them in an ice-cream container in the fridge for utmost freshness overnight.

Denis was standing next to his gleaming 1959 BSA B31 all ready with panniers packed and waiting. He had spent the entire previous day checking and polishing and tuning. Murphy had other ideas! He kicked and kicked and kicked ----- eventually it started in a cloud of smoke and we started off but soon realised that we would not make Newcastle on it. It had wet-sumped so badly that the clutch was slipping as well!

Plan B kicked in and we went back to Mooi River; Denis in his car, and he took my 1958 Ariel Red Hunter. We browsed around the DJ bikes at their brunch stop in Mooi River then continued to meet Robin at his farm gate near Colenso heights. On the flat section near Estcourt airfield I drew level with a Johannesburg rider on a big old Sunbeam (can't remember his number but he had a little piss-pot german type helmet on like Stewie Anderson's) . He speeded up and I couldn't believe how this old bike could go. I had to really open up the SQ4 to keep up and when we again drew level at the stop just before the hill down into Estcourt, he shouted asking what speed we had been travelling. (His speedo was of course blanked out) When I replied "70 mph" he got a smirk of satisfaction on his face and we continued down and through Estcourt.

On arrival at Robin's gate Murphy struck again! Robin and his wife Lyn were there IN THEIR CAR! ' Robin's story was exactly the same as Denis' . He had spent the day adjusting and polishing his 1956 BSAA10 and now it wouldn't start! We decided to carry on on the two Ariels with Robin and I two-up on the SQ4. (Must be a moral here about BSA's?) By this time we felt peckish and I proudly produced my ice cream container to offer my special sandwiches and cold wors. Lo and behold! The container was full of rice! ! I had grabbed the wrong one out of the fridge! If you look in amongst the trees near Colenso, at least 50m off the road; you will find an ice cream container full of rice! Denis then noticed his pannier bag "dripping!" A coke can had burst amongst his clothes and we could almost hear Murphy giggling!

We had decided to re-fuel at Ladysmith and as we approached the town the 350 Ariel started to miss fire and at the Service station refused to start again! The carb was flooding and in our attempts to fix this the fuel pipe snapped off. Robin felt after this that Murphy had won the battle and phoned Lyn to come up in their car and trailer to fetch him and the 350 and Denis and I would continue on the SQ4 two-up. Denis then spotted a hydraulics shop just up the street and came back shortly with a freshly made-up fuel pipe. We cleaned the points which we found to be the reason why it was missing, and the Ariel started and ran beautifully. By now Lyn had arrived in the car and we persuaded her to join

us in Newcastle (we had booked a room with a double and two single beds) Lyn was a good sport and despite not having pyjamas or a tooth brush agreed to accompany us the secret delight of Denis and I who by now felt it would be comforting to have a back-up vehicle!

We booked into the Majuba Lodge at last and enjoyed a lovely meal at the restaurant and Lyn retired to our chalet and TV and the 4 of us did the rounds (my son who lives in Newcastle had joined us) talking bikes to guys from all over SA. Most enjoyable. We were also looking for Colin Tromp and his mates as he had promised us a swig from his "little radiator" For those that don't know, Colin is in the radiator business and has a tiny pocket model radiator filled with a liquid that certainly isn't radiator coolant! We eventually ended up at the pub at the Holiday Inn to find Brian Elam and sons chatting up the very attractive barmaids. Last sighting as we left some time was of Brian's sons giving the most attractive barmaid a shoulder massage on the bar counter!

After spending a couple of pleasurable hours watching the timed departure of the old bikes the next morning, we set out for home. Murphy then struck his cruelest blow! I had noticed a barely audible rattle in the SQ4's engine above the normally noisy engine, and this got steadily worse. Despite a dose of Wynns "Muti" (Zulu for medicine) at our fuel stop in Ladysmith it did not improve and at Robin's gate we sadly loaded the SQ4 and Robin trailed it back to Mooi River. On stripping the engine later I found that the sludge traps in the crankshaft lobes had blocked and the two main bearing bushes were starved of oil. Dragonfly Motors UK, the Ariel specialists, have all the parts but I need to sell my house to be able to afford them! So it will be a while before you see me on the SQ4 again.

The next day was Sunday and I found that wife Lesley had had a field day telling all and sundry the story about the rice. At church I was approached by many of our friends enquiring how I had enjoyed my rice sandwiches! Even the minister had his dig asking for the recipe from the pulpit! Despite Murphy's efforts we will be back again next year.

May your mufflers continue to burn grey.

Explanation

The "DJ" is a Timed Trial rally from Durban to Johannesburg in South Africa, a distance of some 600 km. Started in the early 20's as a flat-out race it has been held every year since, excepting for the war years. After WWII it was resumed as a timed trial, commemorative rally for pre-war motorcycles up to 1936 only, and has become extremely popular with participants coming from all parts of the world and has had to be restricted to 150 bikes.

As a result of the pre-1936 ruling "DJ" bikes are worth double the value of a post-war classic and those of us who did not have a DJ bike would "follow the DJ" on our 50's and 60's bikes and sleep over at Newcastle, which is the half way stop-over for the 2 day event, and riding leisurely back home the next morning.

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

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