

Sept-Oct 2007

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

Volume 30 No. 5

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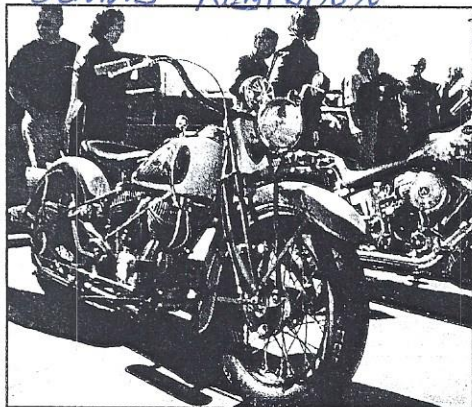
RUST 'N PIECES

Harley Davidson Winnipeg Show & Shine

September 22, 2007

Our Members

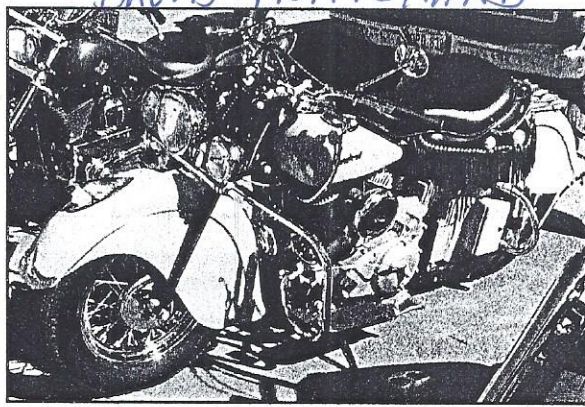
DENNIS ROBINSON



1st Antique Class

38 CHIEF

DAVID PRITCHARD



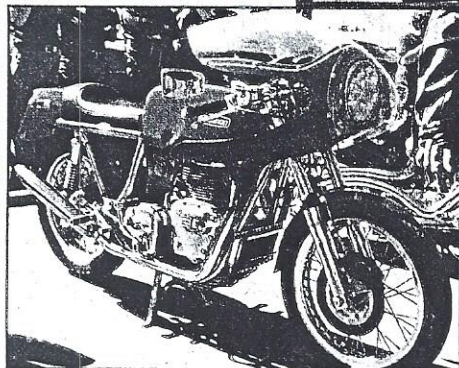
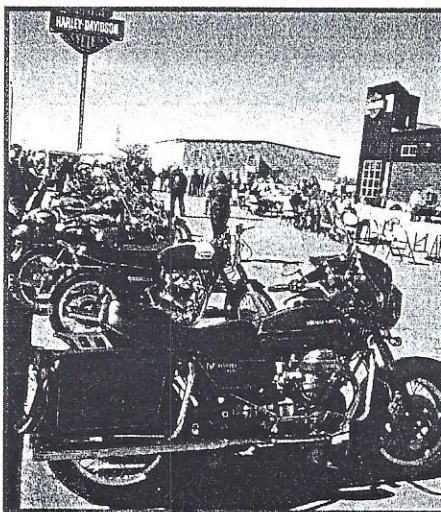
2nd Antique Class

48 CHIEF

Shouldn't Have Missed this One

Great weather, huge turnout, lots of refreshments! Thanks to Dave

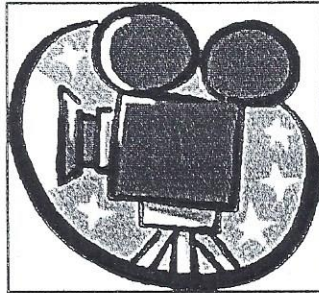
Gray for making it a great day for members that showed up!



1st British Class

8th Annual

Metcalfe Movie Night



WHEN: Tuesday, January 29th, 2008 7:00 p.m.

WHERE: Ross Metcalfe's house

8729 Roblin Blvd. (on river side of street)

South Headingley 831-8165

(1.8 km west past the Headingley bridge on Roblin)

THIS YEAR'S FEATURE FILM IS

GLORY STOMPERS (1968), STARRING DENNIS HOPPER.

BYOB

FOR SALE

1969 Norton Commando "S"—**SOLD**, 1970 Norton Commando Roadster-Red, very nice original, 1973 Norton Commando Interstate-Black, a few miles on a rebuilt engine. Blackjack motorcycle lift, cheap! David P. cel: 797-6698 or david@bardal.ca Also sell or swap Norton parts, tires etc!

- A beautiful restored 1970 T100C Triumph. More information can be obtained at gwstevens@shaw.ca or call Gordon Stevens 667-7448

Ross's Summer Vacation Trip

When my wife told me in April that she was going to Ottawa in the summer to help write the national nursing exam, I said "Great - I'll write my Harley and meet you there! Then we'll tour the States after." Well, she turned around and said "That sounds like a good idea." Holy cow! A whole month on a motorcycle - I couldn't believe it! Then I pushed my luck and said "When we get back after four weeks, we can ride down to Sturgis for a week with the boys on their bikes." She again said sure as long as she had the motorhome to sleep in at the usual campground. Holy cow #2! (Note to single guys in the club: marry north end gals - they are a hardy lot).

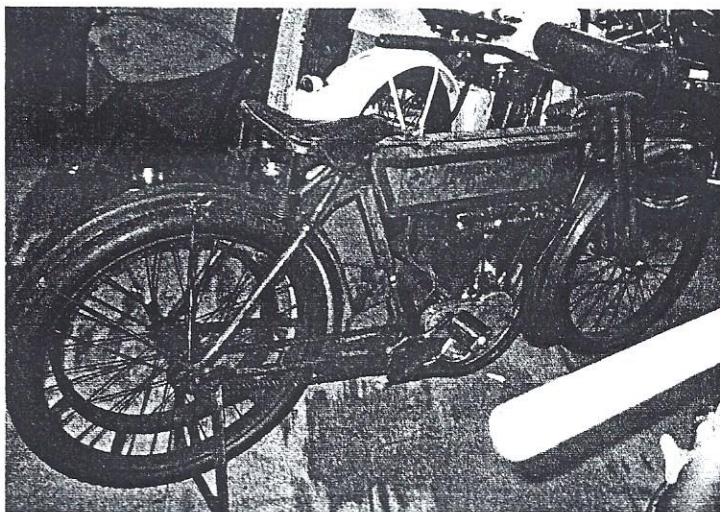
It turned out Kris's friend and colleague was also chosen to be part of the Manitoba nursing group and her husband, Tim asked if there was room in the sidecar for him. The girls were flying to Ottawa and Tim Ringland and I set out on July 7th. We had planned to do the North Shore until my CAA Triptik revealed major road construction. So the U.S. road won out. It turned out to be a good choice.

On the first day, we hammered off a 1000 kms through North Dakota, Minnesota, Wisconsin and into Michigan. While in Michigan, I had my first run-in with the law. It seems we had crossed into the state unbeknownst to us without helmets. After much groveling about how we thought we were still in Wisconsin, the officer let us off with a warning. Our lids were back on and there they remained for the next two weeks.

We settled into a cheesy motel with some beer and headed off to sleep, burnt and tired, at 10pm. The next day we toured Michigan's south shore with no traffic, no trucks, and beautiful roads all the way to Sault Ste Marie where we crossed the border back into Canada. Here we met a little rain and stayed in a small-town Ontario motel. The Michigan motel the night before was \$34 for two. The Ontario room (dumppier room) was \$79. Who says the U.S. is expensive?

Much to the surprise of our brides we arrived in Ottawa Monday afternoon with minor difficulties. OK - so my Harley needed some work! One latch fell off the tour pack (it needed a new screw). A dump truck nailed my sidecar fender light with a huge rock that Tim said he could see coming straight at him. I was also in need of a new back tire. All these things I had fixed at the Ottawa H-D dealership. (Note to Dave Gray - they sold me a rear tire cheaper than in Winnipeg and installed it in 45 minutes, not in 1 ½ hours). Oh well.

Tim rented a Harley of his own and we rode the canal district and the parks of Quebec. You really should ride this area once in your life! Then we spent a few days at the beautiful country home of one of my wife's former colleagues - her husband had been the commander of the air force base in Winnipeg and had been transferred to Ottawa. After a few days there, Kris and I headed off to New York, after bidding a fond farewell to Tim and Shelley who were flying back to Winnipeg.

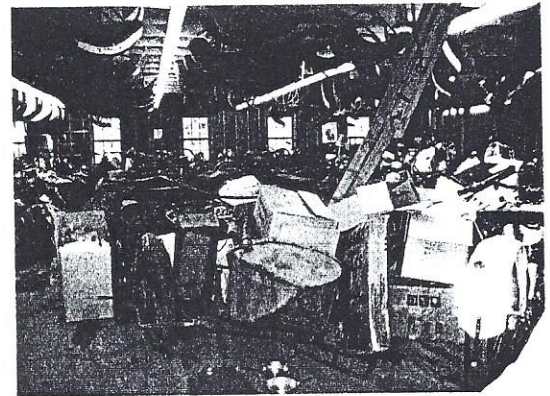


The next few days of riding were awesome. Before we left Ontario, we toured the Hershey chocolate factory. Then crossed over into New York State (later on in the holiday, we toured the Hershey factory in Pennsylvania which is like a mini-Disneyland). Touring the Adirondacks is some of the best motorcycling you could ask for. Lakes, winding roads, beautiful towns

and the roads are like glass. We even took a little detour to visit the town of Woodstock because Kris and I are both from that era. Once a rocker, always a rocker. Seems like 1969 was just a few days ago.

We visited places like Lake Placid and enjoyed the Catskills as well before hitting Kris's aunt's place in New Jersey. We parked the side hack for four days while we visited Manhattan and attended a reunion of Kris's mother's side of the family. It wasn't our first time to the Big Apple but it was just as exciting as the first time. Most enjoyable.

Then we were off to visit the legendary collection of Nick Muth just outside of Atlantic City. Nick owns a chopper shop and is a huge volume dealer of used and recycled Harleys. This former Viet Nam veteran has amassed one of the largest motorcycle collections in the U.S. We estimated 300 Harleys prior to 1965, approximately 50 before 1920, including a 1905, 06, 07, 08, 09, 10, 11 You get the idea! He is the only one in the world with an original paint 1911 V Twin Harley (first year of Twin production). These Harleys are either perfectly restored or an excellent original paint bike. His shop is closed Mondays yet he spent all of Monday afternoon giving us a tour. Then, oh my gawd, we went back to his house where he has another building. The main floor is street rods, the second floor is all old Harleys. He has Harleys that apparently the factory doesn't have in their collection. Whether you are a Harley guy or not, to see this collection archived by one man what truly amazing. Oh yeah, Siggie, he also said he has a five-and-dime collection of Indians. Just for good measure, he has two perfectly restored Indians in his showroom - a 1905 and a 1910. These were the only non-Harleys in the collection and they were both 100-point bikes.



After we left Nick's, life kind of seemed meaningless (again, note to single guys - he has a daughter). Kris and I toured across New Jersey into Pennsylvania, snuck through West Virginia and into Ohio where we visited the AMA National Motorcycle museum which featured the history of motocross. Jim Moore would have loved the restored Can-Ams on display. A beautiful museum that's well worth the visit if you are ever in the Columbus area.

We then motored through Iowa, dodging rain and taking the Mississippi River Road to Minneapolis. Again - a must on a motorcycle at least once in your life!

We arrived home after three weeks, safe and sound, logging 7200 kms. We attended a friend's son's wedding at the St. Charles Country Club, then packed up the motorhome and left for Sturgis. I rode the sidecar outfit; my son Cory rode his new Sportster; my youngest son, Tyler and his friend trucked their Sportsters while their girlfriends rode with Kris in the motorhome. We stayed for a week - rode four days in the Black Hills before we even went into the town of Sturgis. The young uns did the night life while Kris and I rode just about every ride of the Black Hills including heading over to Wyoming to see the Devil's Tower.

Tyler and his friends burned back to Winnipeg in the truck in one day as Tyler had to fly off to Seattle the next day to work at a hockey school. Kris drove the motorhome solo and Cory and I, on our bikes, decided that we should re-route our return to Roosevelt National Park to see the Badlands there. We saw herds of buffalo and wild horses. After a day and a half there, we headed home on August 12th.

Total kms on the side car rig was 10,657. Twelve hours later, I was back in my office in the Interlake School Division, dreaming of the upcoming trip to Davenport.

Minutes of meeting of August 28, 2007

In attendance: 3 Executive 14 Members. An interesting assortment of bikes and impressive MGA, the authenticity of which was called into question as it did not leak oil and was running very well.

The President called the meeting to order at 7:45 p.m. The President gave the assembly a short and generally favourable report on his road trip west, highlighting two rallies. The only downside was the seasonably warm temperature which the President estimated to be close to the surface temperature of the sun. The President insisted that this was a close comparison, though eyes rolled upwards around the room.

A reminder was issued that the Corn Roast will be held on September 8. A bulletin will be distributed with details.

Another reminded the Show and Shine to be held at Harley-Davidson Winnipeg on the September long-weekend. A fleet of old bikes would be a welcome addition to the festivities and members were encouraged to attend.

The Treasurer's report was tabled until the next meeting as Treasurer Klann was on the annual pilgrimage to the Mecca of Davenport.

However, the Secretary, who had been laying in wait, seized upon the opportunity to tattle-tail on the hijinx he observed at Rally-07. With a taunting voice, he described the scene of the President larking about sans helmet, often in the company of other miscreants who followed his example and rode about adorned with baseball caps and sillybuggar hats. The Secretary snidely sniped that it didn't matter anyway since, if skull met earth, x-rays would reveal nothing.

A suggestion was put forward that a donation from the Club be made to Ted Hector in support of his up-coming speed record attempt at Bonneville. A figure of \$100 was thought to be a bit light so the vote was held for the amount to be \$250. This motion passed with strong support and the best wishes of the Club for success.

Tom Hessom expressed strong disappointment that communications had failed badly at the July meeting. He, his three guests and the attending members, waited at length at the meeting site only to have not one Executive show up, send notice or provide a substitute to run the meeting. The President explained the series of events that culminated in this unfortunate outcome. He apologized and noted that a contingency plan should be brought forward to avoid a repeat, however unlikely. The President adjourned the meeting at 8:30 p.m.

Meeting of Sept. 25, 2007

In attendance: 4 Executive 16 Members 6 Bikes, three of which were Triumphs clearly illustrating the increasing dominance of this marque in the Club fleet; a rightfully inherited place, according to some.

The President called the meeting to order at 7:45 p.m.

The President reported that the Corn Roast was launched into the now-customary frightful weather but, indicative of the respect due the event, the conditions gradually improved to very acceptable. Deserved appreciation was expressed to the gracious host and hostess for their generous hospitality.

The spirit of appreciation was continued by the Harley-Davidson host who thanked the Club for the support shown at the September long-weekend Show and Shine. He noted that there were not as many antique bikes as the organizers had hoped to see but those that were there were of high quality.

Treasurer Klann reported that the account stood at \$3382.05. He noted that one or two bills and a cheque were outstanding but were in the budget. He also noted that a recent event had actually produced a modest credit entry.

The President then asked if the Secretary had anything for the meeting. How could he have known!

The Secretary began by suggesting, in a stern tone, that the meetings of the Club assume a somewhat more formal ambience. He requested that, from the moment the President calls the meeting to order until the President adjourns the meeting, the membership attending should give full attention to the business at hand. The Secretary stressed the importance of the "one-meeting" concept without disruptive and distracting side conferences. The Secretary gave several reasons for this procedural revision including mere courtesy, expedience of business matters, clarity of communication and the needs of the Secretary to obtain information for the minutes. The attending members indicated approval for this return to a more conventional form.

The Secretary then requested that the date and place for the Christmas Dinner be discussed and, hopefully, decided upon immediately. The Publisher displayed his recently-acquired cell-phone menu skills and gave three dates as options. After brief discussion it was agreed to hold the event on Tuesday, December 11 again at Ichabods on Portage West. The President will confirm reservations.

The Secretary then suggested that Club meetings could be expanded to include activities beyond Club business matters. He wondered aloud if there would be interest in having, for example, a guest speaker at each meeting. The Secretary offered ideas such as a member of the Winnipeg Police Motorcycle Unit, a representative from MPIC (AutoPac), a Club member presentation with

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photos of an interesting trip, etc. The idea would be for a 20 to 30 minute presentation to be followed by 20 minutes of questions. The format is, of course, flexible. The Secretary's suggestion received enthusiastic support and will result in some revisions to the agenda for up-coming meetings.

Next, the Secretary made a motion that Rally-08 be held on the September long-weekend. The motion was seconded and discussion followed.

The pros and cons raised included mosquito infestation from a comfort and health risk (West Nile) perspective, conflict with other events, school schedules, phases of the moon, etc. The dialogue continued until all views were heard. The vote was then held and the motion was passed.

Continuing on the Rally-08 topic, the Secretary made a motion that consideration be given to holding the event at an alternative site. The motion was seconded. Lively discussion followed with enthusiastic opinions expressed on several possible locations. It became clear that the best immediate course of action would be for interested members to survey the facilities in the location they favour, make inquiries and bring forward a proposal to the Club. The vote was called and the motion was carried.

The Secretary, exhausted, fell silent.

The President adjourned the meeting at 8:45 p.m.

Upcoming meeting agendas include:

November 27

December 11

January 29

February 26

May 25

Elections

December Meeting

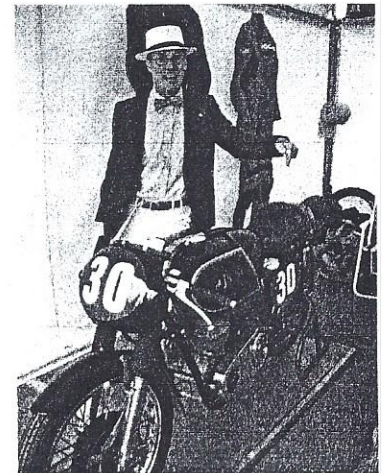
Dinner - Ichabods

Movie Nite -

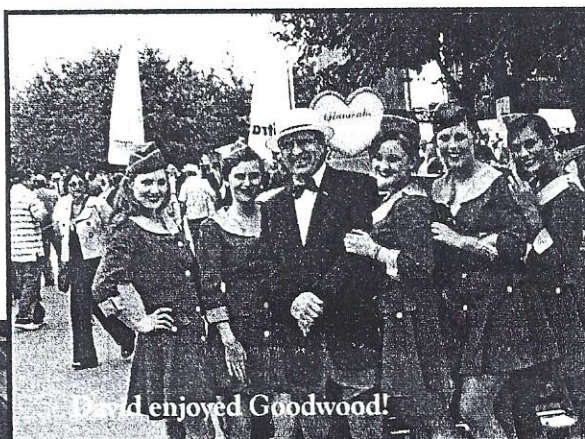
Metcalf's

Swap Meet

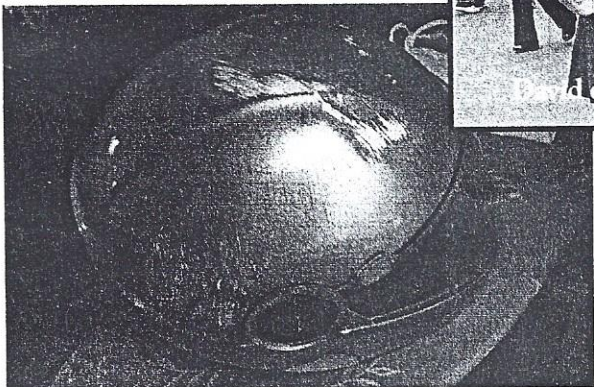
Tom Hessom -
"Cycling in South
Africa....the lion
sleeps tonight"



Ian points to AJS 7R at
Goodwood Revival for John
Thompson



David enjoyed Goodwood!



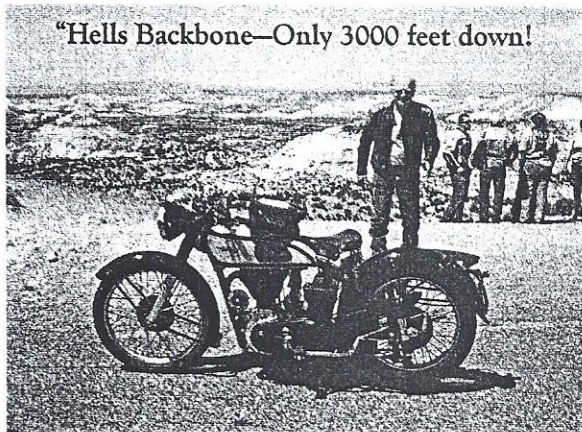
The score: Helmet 1, Rider 0. Dan needs a new helmet!



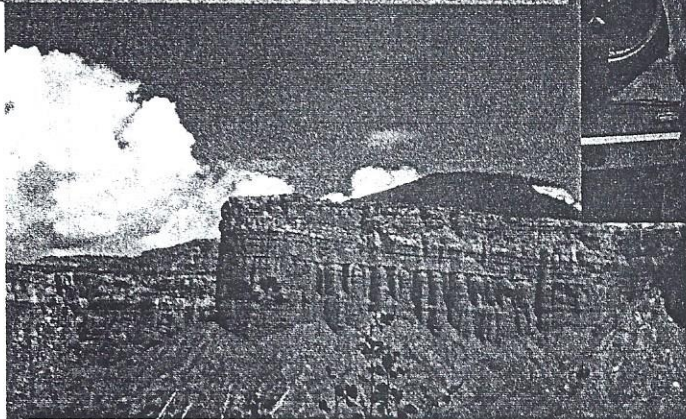
Norton Manx at Goodwood Revival 2007

Members at Utah Norton Rally & Ponoka AB Rally

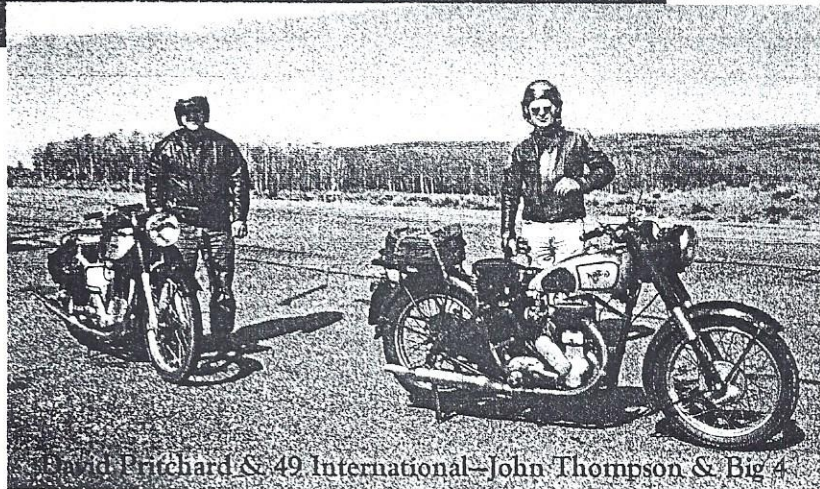
"Hells Backbone—Only 3000 feet down!"



John & Team members win Trivia Championship



John—1st in Non Norton Class
with 1970 Velocette Thru in Utah



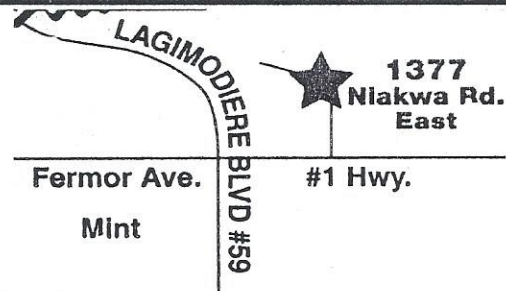
David Pritchard & 49 International—John Thompson & Big 4

Next Meeting 7:30pm Tuesday, October 30, 2007 at:

HARLEY-DAVIDSON WINNIPEG

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ANTIQUe MOTORCYCLE CLUB OF MANITOBA

MEETS

Last Tuesday of the Month at 7:30pm

HARLEY-DAVIDSON WINNIPEG

1377 Niakwa Road East



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