



AMCM/MMC

Mar-Apr 2020

RUST 'N PIECES

Volume 43 No 2

Cancelled



Sadly the 2020 Bison Rally is Cancelled



**Antique Motorcycle Club
of Manitoba Inc.**

Club Executive

Mailing Address

PO Box 155 Grp 326 RR3
Selkirk, MB R1A 2A8

President –

Kim Robinson

Vice-President –

Ken Charleton

Secretary –

Louis Rondeau

Treasurer –

Sarah Strome

Past President –

Barry Fudge

LIBRARIAN

Daniel Catte

PROPERTY MANAGER

Jeff McNaughton

CLUB HISTORIAN—

Jim Harrison

RALLY CHAIRPERSON

Clarence Holigroski

PUBLISHER/EDITOR

Raymond Millis

Roster

Mark Baribeau

WEBMASTER

Don Charleton

Meetings

*at 7:30 p.m. LAST
Tuesday of the
month:*

*And will be held at
Jim's Garage 5353
Portage Ave.
Headingley.*

Elle Presidente Notes April 2020

Hey AMCM/MMC! Here we are in the throes of the COVID-19 pandemic...health-wise something not seen since the early 1900's with the Spanish flu. Very strange times indeed. With the province in a state of emergency, and provincial regulations guiding us at present to gatherings no larger than ten people, all no closer than 2 metres apart, social distancing, sanitization protocols, and no unnecessary travel, it is easy to feel like we are all shut in. The segregation can be difficult as we cannot see family and friends or do the things that were totally normal just a few weeks ago. The AMCM takes our members' safety very seriously, and we will continue to follow the federal and provincial guidelines.

To that end, we are hosting the April 28th meeting via Skype conference call. Instructions on how to access the call will be emailed to you on Monday, April 27th from AMCM Secretary Louis Rondeau. The meeting will officially start at 7:30pm, however, I will open the conference meeting at 7:15pm to give folks a chance to connect via either laptop/PC, use the Skype app on Smartphone, or dial in from phone. Since we expect a large number to attend, I am going to mute all attendees during the meeting so everyone can hear the speaker. If you join the call via PC or the app, you are encouraged to type questions or comments in the "chat" window – I will see these, and can address the questions during the call! You are also welcome to send me any questions you have via email before the meeting – pirates.pearl@gmail.com. Of course, Louis will follow up via email with a "Quick Hits" update for all, so if you can't attend, or don't want to join the virtual meeting, you will still be up to date. ☺

Cont. page 4

Buy with confidence, own with pride.

If you value your hide you'll ride an old motorcycle

Count the old motorcycles on the road-
the others on the roadside

Sincerely Yours
Siggi Klan

Pres notes cont. On a tough note, the AMCM Executive have decided to cancel the July 3-5 Bison Rally. We know of many other events with a large number of attendees that have also been cancelled well into July, so it is prudent for us to cease plans. Rally Chair Ken Charleton will give us an update on an interesting event we “may” be able to hold that weekend, pending COVID-19 protocols, AND he already has info for the 2021 Rally! That is cool!

On an excellent note, please join me in congratulating the birth of newest “Moto 49” member and addition to Team Rondeau – Louis and Robyn welcomed their son Denton into the world late March. Now, there is something to put smiles on our faces during these weird times - yes?

Over the past number of weeks, Rick and I have been working from home offices, and then working in the shop. (FYI - Rick’s HO-scale model railroad – aka: Ricky-Rail is coming along!) We have been chatting with members about AMCM plans, working on bikes, discussing problems/resolutions on finicky bike stuff, etc., etc. I am reminded often of the simple beauty of the AMCM where we are from all walks of life: different ages, skill sets, backgrounds, heritage, beliefs, and the list of differences goes on. Yet, we all have this one thing in common that binds us: the motorcycle. The magic starts there: friendships are formed; camaraderie grows; respect is earned. Let’s take care of each other during these strange times, and quite frankly, let’s *always* take care of each other. Be helpful. Be caring.

Please reach out to me @ pirates.pearl@gmail.com or 204-471-5465 – stay safe!

Cheers – Kim ☺

More smiles per hour

Important Notice.

**As stated in the pres. notes, the Bison Rally has been CANCELLED
Plans are in the works for alternative events...**

Sadie Grimm Celebration Committee has cancelled the June 14, 2020 Ride and Celebration. It has been rescheduled to Sunday, June 13, 2021.

Also the Date for Salt Premier has been Changed to Sept 24, 2020



As The Wheels Turn

By Chuck Murray

Harley Davidson in Manitoba



Group of rides circa 1912

So where and how did this all begin.

According to a letter dated January 19, 1980 written to Bill Watts former owner of Northwest Cycle by a previous owner of Northwest Cycle Joe Perkins. The whole Harley Davidson thing began around 1912.

Joe's recollection was that the first owner of the shop was August Buchoski.

I did a little research and found out from the Winnipeg Free Press archives that in fact Northwest cycle was advertising new Harley-Davidson's in the Free Press in 1912. The Eaton's Company would have probably been digging their basement for the new Winnipeg store.

Just after World War I. The shop was located at 519 Logan and east of the then Salter Street Bridge.

In approximately 1920 Minty Stonson bought the shop from August Buchoski.

After a period of time he bought out the Royal Bank building at 551 Logan Ave. In the mid-20s Northwest Cycle became an official Harley-Davidson agency. The bulk of their sales were made up primarily of Harley-Davidson and Henderson Motorcycles.

In 1930 Henderson Motorcycle Company went out of business.

Northwest cycle then took on Triumph and Aerial motorcycles from England to supplement the line of Harley-Davidson's they were selling. According to Joe Perkins Harley-Davidson was not happy with them diversifying into the British lines. So Harley-Davidson decided to open a second dealer, Brown and Winters.



Northwest Cycle 1930's

Brown and Winters made it quite clear that they were there to put Northwest cycle out of business. Minty let Harley-Davidson know that he was not happy about this. He made a deal that Harley-Davidson would take his stock back and he quit being a Harley-Davidson agency. In less than two years Brown and Winters went out of business. Minty bought them out for a song. Minty liked the Harley-Davidson motorcycle, naturally, as he had built up the business for them. Harley-Davidson realized their mistake and asked Northwest cycle to take back the agency which they did, agreeing to do so if no further attempts were made to put in another dealership in Winnipeg.



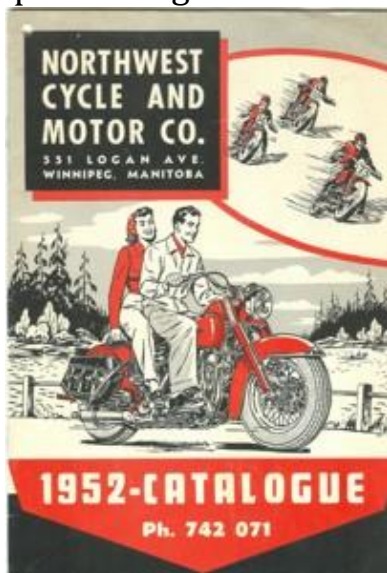
Winnipeg Police 1938

The company carried until World War II. Minty Stonson and his salesman Nick Andrychuk ran Northwest cycle through the war years. They couldn't get any new machines to sell so pickens were slim.

In 1945 Joe and Charlie Perkins bought out Stonson and there was little to be bought for sale.

The post war Harley's started coming in small quantities at first. The Police Departments had priority and got them as their older machines were almost worn out. The first real supply of bikes for sale came from the War Assets Corporation.

According to Joe Perkins Northwest Cycle bought hundreds of them as well as spare parts for them. They made a trip to Toronto to see a warehouse full of army Harleys. There was some 400 of them. Over 100 brand-new ones never used but missing carburetors and generators. They knew a fellow in Chicago who had a lot of this stuff so they phoned him up and bought all he had. They bought the 400 Harley-Davidson's and sold everything the first year.



The Perkins brothers ran Northwest cycle through the 50s and 60s relying heavily on mail-order business. They were in direct competition with Nicholson's for small order business in Western Canada.

In 1969 Bill Watts and his partner Eric Clark acquired the business from the Perkins Brothers. At that time Northwest Cycle was still the exclusive Harley-Davidson dealership for Manitoba.

In 1977 Rudy and Betty Enns became a Harley-Davidson dealer in Morden Manitoba.

Robyn Gray opened Harley-Davidson of Winnipeg in 1978 at the corner of Corydon and Osborne. Soon after his brother David joined him and began working at the shop. In

1981 the dealership would move to the 250 Goulet Street location where David became a partner in the business.

Northwest cycle moved from its longtime Logan Avenue location to McPhillips Street in 1983.

Northland Leisure in The Pas became a dealer in 1984 and was an active dealer until 2007



1978 Low Rider

1985 was the final year that Northwest cycle sold Harley-Davidson, ending an approximate 70 year history with the corporation. The remainder of their stock and parts were bought out by of Harley-Davidson of Winnipeg.

Deeley Harley-Davidson saw the need for a second dealership in Winnipeg so in 1996 Ed Danychuk opened up Lone Star Harley Davidson.

David and Sheryl Gray acquired Harley Davidson of Winnipeg in December 2004. The shop was moved from the Goulet Street location to a temporary location 717 Lagimodiere Blvd. In this process the name of the shop morphed from “Harley-Davidson of Winnipeg” to “Harley-Davidson Winnipeg”.

In December 2005 David and Sheryl Gray’s Harley-Davidson Winnipeg moved into its brand-new building at 1377 Niakwa Road East and has become Harley Davidson’s #1 dealer in Manitoba.

By the time you read this article 2009 will be winding down and it too will be come history. The part we all play in the history of Harley- Davidson in Manitoba is up to us as individuals. We can go for a ride by our selves every Sunday. Some of us will go on group rides and participate in multiple local events; others will venture out on the road to far away places to visit other like minded people at national events and rally’s. As long as we are riding and having fun we will all be a big part of it. The above picture of Norwest Cycle from the 1930’s sits on my office wall. The people in the picture had no idea that they would be on my wall or for that matter be written about in 2009.

Take the time to drop by the shop at Christmas time or in the New Year and shake David and Sheryl Gray’s hands. The stories of their commitment to Harley-Davidson and you as a customer will be told by future generations to come. “History”

“We will open the book. Its pages are blank. We are going to put words on them ourselves. The book is called Opportunity and its first chapter is New Year's Day”. ~Edith Lovejoy Pierce

Happy New Year to all -Chuck

And the story continues. New owners in April 2020

Winter Road trip - Ted's shop, 1/2 motor Harley, Salt Racer **"Silent Gray Fellow"**

I had an opportunity to tag along with Ross and Keith on a day trip out to Ted's Ranch in Alonso Manitoba. Ross was picking up the frame for his 1911 Harley so I knew there would be time check out Ted's shop and hopefully get a look at the new Bonneville Racer.



Ted Hector has made himself an amazingly compact, functional, and secure workshop out of a shipping container. It's the perfect size and is easy to heat or cool. The container is Fully equipped and because it was designed by Ted it's extremely

practical. Bullet proof!

Ted was brazing some mounts and making some adjustments.

Ross was happy to get the frame back refurbished and ready for one more mock-up, one of many prior to fitting,

function, plating, and paint. But where's the Bonneville Bike? We extended our road trip to Gary's.

Gary I would describe as the silent Salt Racer partner working behind the scenes.

If you ever wanted to get some inside

information about the time, effort, and cash that is required to achieve the

success these men have had at Bonneville over 7 years competing, you are in Luck.

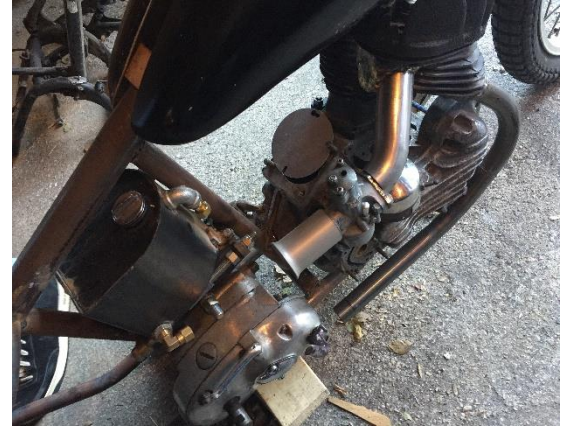


Salt, Speed, Heat, and Hope at Bonneville is a movie premiering June 4th at the Park theatre - 698 Osborne Street Winnipeg .

Ten bucks gets you a cushy seat all without, burning a hole in your wallet, blowing up your motor, risking your life, or having to endure 40+ degree heat and the blinding sun. Ted and Gary will be there with some bikes answering all your questions.



Gary's house is located just one town over. We found the Salt Racer and a new project in the making.



The race ready 1940 UL 74 sits two feet away from what I would describe as a 1/2 motor Harley.

Ted and Gary don't do easy projects. Removing the back cylinder and re-balancing the crank "just because they can". I sure as hell can't.



Keith, always on the lookout for vintage parts, makes a great deal on a vintage front end and a few other hard to find spare parts. When you see stuff for sale that one day might become part of your next work in progress, you



better grab on with both hands while you have the chance.



Finally, back to the city. Ross has many hours of work to finish the “Silent Gray Fellow” Ten years spent collecting parts, sourcing anything that he might need, and trading for parts not for sale at any price. Plus two years of assembly, plating, paint, and a pile of cash.



Ross's Superpower is his ability to organize, locate, and recognize rusted random



parts to trade for the “not for sale” parts.

He surrounds himself with quality tradesmen that apply the same passion that he has for vintage motorcycles. Behind the scenes Ross's wife Kris is very much involved and together they see these huge projects to the finish line.



The result is an extremely rare museum quality running work of art



that you **will not find** displayed in the Harley Museum in Milwaukee. Where can you see it you might ask?

At our Bison Rally: July 3rd – 5th 2020 at Cartier Park St Agathe MB.

As luck would have it the feature brand this year, for the very first time in the Rally's 20-year history is “Harley Davidson”.

Ken Charleton – Vice Pres. AMCM

TECH NIGHT EVOLUTION

by Daniel Catte

It seemed like a good time to write a Tech Night update and plan for the future as a pandemic intervention currently interrupts our regular meetings at Moto49.

We kicked off the new year of 2020 with a regular venue at Moto49 hosted by Louis and Robyn. The new venue provided us with a clean and well equipped workshop to meet and wrench on our projects as well as having gourmet coffee and tea prepared by our personal barista at the onsite cafe.

The original enthusiasm and participation we found in the first Tech Night session over four years ago was evident at Moto49 as we introduced a new project format. The goal of the new format is to work on and complete a vintage motorcycle related project. We were off to a great start when restrictions on group meetings were implemented by all levels of government to reduce the transmission of a flu virus infection. In fact progress on two projects was moving along nicely with the help of the combined talents of the regular Tech Night attendees as well as professional advice and equipment where necessary.

Despite the restrictions on group meetings at the time of this writing, we will adapt and continue progress in some manner. We are a group that exists because we celebrate history in the form of antique motorcycles. Lessons from history can also put into perspective where we find ourselves today and to be a source of motivation to move forward.

Motorcycle design, engineering and manufacturing continued during past pandemics and two world wars. Motorcycles found within our club membership certainly represent these difficult times. Ross Metcalfe's 1911 Harley Davidson actually predates the Spanish flu. In fact the 45 Harley that Ross regularly rides is a shining example of performance during the hostilities and scarce resources of a world war. Well maybe a dull example may be a better description of the 45 when talking about the paint?

Another great example is Tom Hessom's 1941 Royal Enfield 350 that was originally used by the South African Allied forces in WW2. This particular bike suffered at least one direct hit from German forces (Afrika Korps) under Field Marshal Erwin Rommel. Sandblasting during the restoration revealed entrance and exit wounds of a bullet fired in hostilities. The fascinating history behind this bike is detailed by Tom in his Rusted Restoration video.

Indian, BMW, and many other manufacturer s also supplied motorcycles for wartime use. The Japanese even produced a copy of a Harley Davidson during wartime under the brand name Rikuo .

So to borrow a motivating slogan from a war from the past, let's stay calm and carry on.

Tech Night also experienced an evolution of sorts this year. The word “evolution” actually applies in more than one way. The project format and regular meetings evolved from the previous not so regular meetings and could boldly be described as an evolution in format and purpose. The other application of evolution is a very beat up Harley Davidson EVOLUTION (Evo) motor with a very spectacular piston failure that was donated to the club by Rick Poirier to be part of our new format.

So we have an evolution in the Tech night series from presentation on single topics, to the current intentions to have a finished antique motorcycle project in the form of an EVOLUTION motor. For variety we added a second motor in the form of a 1974 Honda Elsinore CR125m motor.

The two motors could not be more different. The Harley is huge primitive air cooled four stroke twin measured in cubic inches (80) with a history of development dating back a century. Our British bike colleagues would likely interject that performance has not improved much in a century. The Evo design was first introduced in 1984 and offered loads of torque and reliability and may be the first Harley motor design to successfully hold oil in the motor long enough to schedule a full oil change. A great quote from Ray Houde can be found in his Rusted Restoration video about his 1965 Pan head, “I didn’t have to change oil, it changes itself”. The Harley Shovel that followed the Pan and predated the Evo also had a reputation as a leaker.



The talent pool in the club provided a leader on the Evo project in the form of Don Werstiuk . Don was one of the first if not the first Manitoban to rebuild an Evo motor while working at Northwest cycle in the 80’s. Don started us off with the tear down and assessment of the big motor and Scott Blonski also added his talents to see the motor back to its former glory. The Evo currently sits waiting for the separation of the crank to remove a damaged rod, and sourcing of parts to complete the rebuild.



The Honda is a simple small 2 stroke Japanese motor designed for high rpm and constant gear changing for off road racing. Motors in running condition are rare now as hours of open throttle riding or a failure to change pistons often resulted in catastrophic failure. A high use of magnesium and aluminum parts and over engineering made it a winner on the track. This particular Elsinore motor is now 46 years old and it could be argued that the 1973 CR250m and the 125 model that followed was the motorcycle that



kicked off the massive development and sales of Japanese manufacturer motocross specific bikes like the Yamaha YZ, Suzuki RM, and Kawasaki KX.

A member recently asked what the redline on that motor was and we did not have the answer at the time as the race specific motor was never associated with a tachometer and shifting was by sound and feel. It sounds about the same pitch as a mosquito flying in your ear as you kept the throttle full on and change speed by shifting the 6 speed transmission. Claimed horsepower is listed as 21.7 at 9500rpm.

The Honda was added to the Tech Night format with the intention to be an example of very a simple engine design and learning experience. Single cylinder, no valves, self-generated spark by a CDI ignition, no battery needed. How much effort could a restoration of this simple motor need? Quite a lot it turns out.

Disassembly went well and the splitting the case to remove the crank assembly was very easy with a homemade puller. Inspections that followed revealed the need for cylinder re-bore, and a new rod and piston. The left case had a hole about the size of a quarter located on the front. We also discovered stripped oil drain hole threads, exhaust studs pointing in awkward directions barely secured by failing Heli coil repairs, and some fin damage on the cylinder head.

A fun debate occurred during inspection about the best way to repair the hole in the magnesium case. Only one club member was fully confident that this repair could be successfully performed by welding. Some members noted welding magnesium is difficult and most attempts would end badly due to the “dirty” nature of the metal.



Enter Gord Gingles of Main Motorsports who took on the task of repairing the hole in the case. Gord performs specialty welding at his shop and he successfully repaired the hole with very clean weld. He didn't stop there as he completed all machining and repairs in preparation for reassembly. This included boring the cylinder to 1.5mm over, welding the exhaust flange holes and drilling and tapping for new studs, repair a broken cylinder fins, and repair of the stripped oil drain hole threads.

A complete rebuild kit including piston, rings, wrist pin, rod, bearings, seals, and gaskets were available and ordered for the re-assembly to match Gord's machine work.

The Honda is now ready to assemble and we will look at ways to share the assembly through video conferencing or some other media to continue the Tech Night get together until physical distancing restrictions allow us to safely get together again.

I want to add how impressed I have been with the enthusiasm and support we have seen with our little Tech Night over the years. A big thanks to those who attend and contribute their skills and resources for all of us to learn and enjoy in great company.

Tom's Build.

On Sun, Apr 12, 2020 at 9:40 AM Howard Ginter wrote:



Hi Tom,

I am so longing and looking forward to that day, I am quite confident that the bike will start on second kick and purr like a kitten. I too am getting close to start up day on the Triumph and trying to decide whether to start it downstairs or not.

Howard

On Sat, Apr 11, 2020 at 4:01 PM The Metcalfes wrote:

Way to much fine. Nice set up Tom. That is a beautiful job...Cheers Ross

On 4/11/2020 3:34 PM, tomandleshesom wrote:

I once started a Triumph Bonneville in my basement workshop! Bad idea! There were shouts from upstairs- - - "What the heck are you DOING down there???" The whole house is VIBRATING and filling with FUMES!!" I recall that it took nearly SIX WEEKS before my brownie points were redeemed!

Now it is time to try and start the completed BSA. Because it is a real schlep to haul it out and then try and fine tune and fix any latent faults like oil leaks, up in the garage, I have decided to box clever this time and rig up a ducting system to get rid of the carbon monoxide. I will also have two pedestal fans going and blowing across the engine for cooling. With lots of time on my hands now because of "you-know-what", I have made the set-up as below- - -

Sadly I'll have to wait now for who-knows-how-long, for my "Southern Contingent" friends to come out of lock-down and all come around to help. They've all been allocated jobs already! And rather wisely I've already told Lesley that she will have to go shopping that day!

If it starts, we'll all go to Twisters Restaurant for lunch afterwards! If it doesn't we'll have to take a rain check and I will have to figure out why, and schedule another day! Tom



3" ducting from silencers (mufflers) - - into a fabricated "Y" piece. Then 4" ducting out the window. A 4" in-line ducting fan will help move the

gas along.



Tank removed for easy adjustments & borrowed a small gas tank from Chas with tap. Will have as little fuel in it as possible, plus 2 fire extinguishers, for safety.





Bike is on its centre stand but will be suspended with two hoists front and back, to be stable. 1952 A10 BSA Golden Flash 650cc “plunger” suspension. when Rick W kicks it. He gets that job because he’s the youngest of our group!



Life in Mexico

from our member friend Larry.

Just an up date, to let you know I am doing well, but bored stiff. My bike is in the shop waiting for a part from Italy, the Vespa is up for sale in the city. My new to me VW bug is in for owner maintenance and my Van is waiting for a vehicle to come home, so I can take it into have the turn signals fixed.

The weather is great 30 plus C every day, 13C at night humidity of under 15%, with bright blue skies no clouds. This weather forecasted for the next 3 months, with maybe hotter temps and drier airs, which will bring the grass fires into the month of June.

My tomato plants are growing fast, the flowers are out on them. My water melons are sprouting up, while the lawns grass will need cutting later today. My Isolation plan was doing well till I had to get more fresh vegetables and fruits and drinking water.

The local bank has a fellow wearing a face mask who shoots a glob of sanitizer on your hands as you enter, Oh they are only allowing one person in at a time. Most of the markets are open being out doors, the foods are being sold at very reasonable prices. They are not closed only non essential stores are closed such as vehicle repair shops and restaurants, and dental clinics.

Oh the Booze stores are doing a roaring business, as the wine and hard drink, seems to be a great equalizer when being home with a spouse who is in your face every minute.

Then there are the others who don't drink, they are having a wonderful time together now with all this free time. The get around to it jar for them is almost empty!

I can hardly wait for my 1981 VW Bug to be out of the shop. It has been in for a ton of small electrical issues plus many small parts are worn that need to be replaced. The trans axel seals were leaking, the ball joints were shot, the carb was leaking, the light housings were full of dust too. New spark plugs, gas tank gauge not working, turn signal indicator broken, rear seat hinge bolt missing, both front seats missing tie down bolts under neath, the brake shoe drums were glazed so needed to be sanded. It has 4 drum brakes plus NO front turn signals no backup lights or heater or defroster or side vent windows or spare tire or front hood lock, (which explains why the spare was missing.) It has a mounted bottle opener on the ride side fender wall, plus a roof rack and a rear engine rack.

The engine is a basic 1600CC carburetor type with NO oil filter to change, which is pretty basic, eh!

Needless it will be good on regular gas, No warp speeds, a four speed manual shifter making it basically theft proof.



Charge of The Bison Rally 2020

Was there a rider dismayed
Not though the riders new
The Rally Chairman blundered
Its OK to make reply
It's OK to reason why
Theirs but to Show N Shine
Into the valley of the Red
Rode the One Hundred

Corona virus to the right of them
Flood waters to the left of them
Market crash in front of them
The Bison Rally Thundered
An extra five bucks to Shell
Boldly they paid and well
Into Ste. Agathe
Into Cartier Park
Rode the One hundred

When can their glory fade
O the Food and Games they made
Other clubs could but wonder
Honour the Rally made
And any extra charges paid
The AMCM One hundred

Ken I am, shout out to African Tom

AMCM/MMC Trivia:

What issue and date did our Newsletter
Rust 'n Pieces get it's name?????

The answer to the MMC mascot question in a previous issue was Tim Moulson.. He wore a leather jacket and motorcycle hat at meetings and was very young at the time.

Nov – Dec newsletter mystery member “John Thompson”



You probably recognized him by the motorcycle he rides....

Did you know

That in 1908, the first year you legally had to register a Motorcycle in Manitoba, you could also buy a brand new Canadian built Russell Car from F.E.H.Luke, manager of the Russell car Company in Winnipeg. Seems Mr. Russell was CCM bicycles as well. (Canada Cycle and Motor). According to the Gas Motor Age Vol. 6,page 75.... Mr. Luke would also sell you a brand new Harley Davidson or Excelsior... (NorthWest Cycle began in 1912) By 1913 the Russell car Company was in trouble and Mr. Luke moved on to other employment and later became the President of the Manitoba Motor League... Winnipeg was the 3rd largest city in Canada at the time, and I have often wondered where Joe Baribeau and all his buddies had hidden those early machines. Keith Blais...get out there and hunt....

Joke of the day

I just noticed two bumps on my motorcycle battery...

I had them tested,

One came back positive....

I hope it's not terminal.....

Cheers.... Ross

Here is some Club Internet Banter.

Some of you may have missed this so here it is.

2020-04-10 4:05 PM tomandleshesom

TO MY HARLEY FRIENDS! I hope you will still be my friend after this! (This came from Lorenz, by the way!)



On 2020-04-10 4:20 p.m., The Metcalfes wrote:

I heard that too, but only if they trade in their BMW Ross

On Apr 10, 2020, at 6:33 PM, Greg wrote:

I heard Harleys are considered PPE, Cause you can't catch anything on a Harley.

On Fri, Apr 10, 2020 at 6:55 PM Home

I love the 1930's style banter. AJS. All junk and scrap.

BSA. Bloody Sore Ass. Cheers Ross

Friday, April 10, 2020 7:35 PM From: Howard Ginter

Subject: Re: TO MY HARLEY FRIENDS! I hope you will still be my friend after this!

(This came from Lorenz, by the way!)

And then theirs TRIUMPH , nothing but positive vibes.

On Sat, Apr 11, 2020 at 1:19 PM don wrote:
LOL for that one there is the Psalm 23 parody –

The Triumph is my bike,
I shall have no other.
It breakest down in front on my enemies,
it anoints my clothes with oil...

Can't remember it all, but it was something on the wall at Tiny's old shop. Anyone know it or has a copy, I'd appreciate it.
Don

On 4/11/2020 2:25 PM, Ken Charleton wrote:

Triumph is my bike I shall have no other
Thou anoints my clothes with oil
And Breakith down in front of thine enemies
Ye thou I ride though the valleys
I Walkith up the hills
For as long as I own thee
I shall dwell in the poorhouse , forever

There is at least two more verses to it but that's all I can remember. The Triumphs were in the showroom but that poem hung on the inside of the DKW's parts closet for the longest time at 16 Keewatin .

Sent: April 11, 2020 2:57 PM From: [The Metcalfes](#)

Subject: Re: TO MY HARLEY FRIENDS! I hope you will still be my friend after this!
(This came from Lorenz, by the way!)

Now that is good...which reminds me Della knows all the words for all those great campfire songs Tiny used to sing after a few Sctoches about motorcycle..We should video her singing or something then we could cut an Album and make Millions LOL Cheers Ross

On 2020-04-11 9:59 p.m., rain man wrote:

I don't know how all this started. You Must have had a lot of time on your hands and nothing to do. But as it showed on the last newsletter cover, Harley Davidson #1, and I didn't hear any complaints.

Oh and by the way I took my bike for a ride on good Friday and it was great. You know what, I didn't see any British stuff, or any Yamahondazuki's, BMWs or anything. I guess they don't start in cooler weather.

Also the next newsletter will be in a few weeks. Keep up the stories and comments..
Rainman

Sent: April 11, 2020 11:11 PM From: [Greg](#)

Subject: Re: TO MY HARLEY FRIENDS! I hope you will still be my friend after this!
(This came from Lorenz, by the way!)

Rainman, you need to leave your garage on a ride to see any other bikes. :-D
Greg

On Apr 11, 2020, at 11:13 PM, rain man wrote:
Second tank of Gas. And I wasn't starting my bike in the basement.



2020-04-12 8:12 AM tomandleshesom

Subject: Re: TO MY HARLEY FRIENDS! I hope you will still be my friend after this!
(This came from Lorenz, by the way!)

Nice bike Rainman. Pity it's a Harley!!!!
I added a verse to the Charlton poem. Here it is:—

TRIUMPH Forever!

Triumph is my bike, I shall have no other
Thou annointeth my clothes with oil
and breaketh down in front of mine enemies
Yea- - tho I ride through the valleys
I walketh up the hills
Behold, the sun shall not smite thee by day
but Joseph Lucas will by night
It will prevent thou going out and thou comping in
from this time forth, and even for evermore
For as long as I own thee
I shall dwell in the poorhouse forever

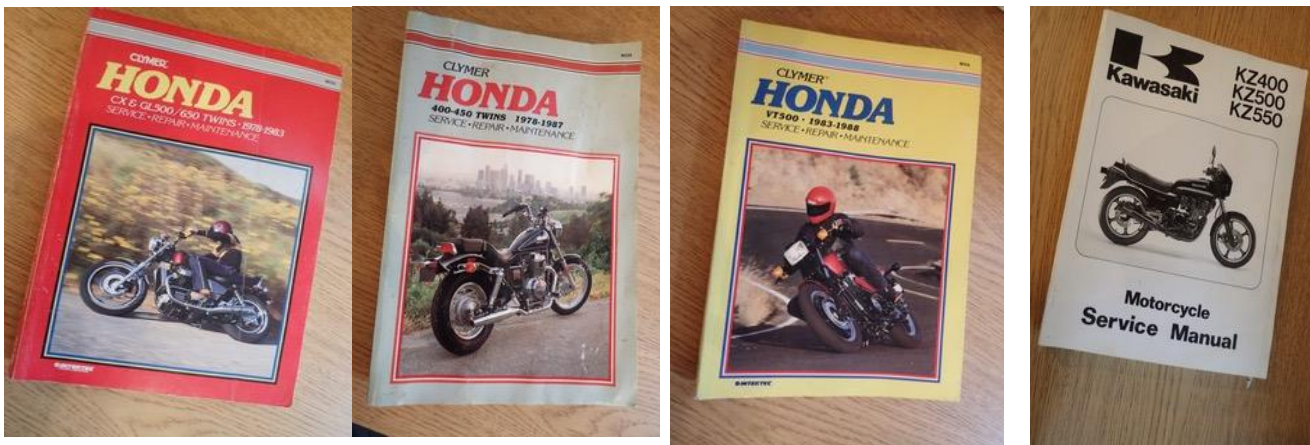
*** BUY * SELL * WANTS * DON'T WANTs**

Wanted: Honda 1968-1999 Z50 Will look at complete bikes, projects, parts, literature or anything pertaining to these models. Please contact with what you have.

Jim Moore (204)467-5637 thelegend@mymts.net Thanks Jim

Wanted!!!! To complete Manitoba Motorcycle license Plate run 1919, 1922, 1927 and also a WW2 Leather dispatch rider's Jerkin Contact Ross at moose102@my mts.net or 831-8165 and I'll make you rich.

" Motorcycle Repair Manuals for Sale: Honda Manuals - \$20. each, Kawasaki Service Manual - \$30.00" Contact Jerry @ (204 284-8851 res. or (204) 294-7066 cell



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For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

Looking for pre 1960 motorcycles, parts, advertising, memorabilia. I will look at all makes and ages of items. The older the better. Also looking for items pertaining to old local bike shops, ben Benson info and items he produced. I will also look into buying complete collections of old parts. I'd buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979

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PARTS~SERVICE~SALES

2020 Events

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC (est. 1977)
MANITOBA MOTORCYCLE CLUB (est 1911)

April 28/20 – Virtual AMCM Meeting, 7:30pm

May 28/20– AMCM Meeting, 7:30pm

June 30/20 – AMCM Meeting, 7:30pm

July 3-5/20-The Annual Bison Rally has been Cancelled
Permitted riding events may be scheduled. Keep checking the Website..

July 28/20– AMCM Meeting, 7:30pm

August 25/20– AMCM Meeting, 7:30pm

Thursday, Sept 24/20– SALT Documentary Film Premiere “Speed, Heat, and Hope at Bonneville” 7 PM Park Theatre, 698 Osborne St, Winnipeg, MB

September 29/20– AMCM Meeting, 7:30pm

October 27/20– AMCM Meeting, 7:30pm

November 24/20– AMCM Meeting, 7:30pm



Have you guessed....

Here is a hint.

He was president of the AMCM in the 80's