



AMCM/MMC

Nov-Dec 2020

RUST 'N PIECES

Volume 43 No 6

Merry Christmas



**Antique Motorcycle Club
of Manitoba Inc.**

The riding season is over

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Prez's Note

Hi AMCM membership – here we are in our holiday season in the year of COVID-19. Vaccines have just arrived in Canada, so it feels like there is a little light at the end of a tunnel that isn't a freight train coming at us! Yes, it will take time to get all vaccinated and get things back to the new normal, so we continue to keep safe.

Thanks to those who have joined the Zoom calls for our virtual meetings and our holiday event in lieu of the annual dinner. We have had some great chats and discussions by the attendees, and screened some excellent Rusted Restoration videos. Such a treat, and feels like we have had a nice visit with our fellow AMCM members. We heard a number of "Hard Luck" stories from many of the attendees...we chose our winner for the inaugural "Hard Luck Trophy" is Jeff McNaughton with his sad trailer story! (Page 15) Congratulations...and....sorry!!! 😊

Your AMCM Executive continue to work on ideas on how we keep the fun going and sharing of information during COVID. The January "Movie Night" will be another Zoom meeting where we will host a few videos again...and then we return to typical virtual meeting format for February's meeting.

Take care of yourselves and each other, and all the best to you and yours this holiday season from both Rick and myself. All the best for (hopefully) a better 2021 where we can swap stories in person.

Cheers,

Kim

More smiles per hour!

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

Brookside Cemetery Ride November 4th 2020

One week before Remembrance Day on Nov 4th at noon we met at the gates of one of the largest and oldest military fields of honour in Canada. More than 10,000 Veterans, service men and women, and their families have been interred here dating back over one hundred years.



Brookside is the final resting place for a great many Manitoba Motorcycle Club and Antique Motorcycle Club Members. The Field of Honour and the volume of Headstones makes an immediate impression on those visiting.



With Remembrance Day ceremonies all but cancelled and the Province on the verge of going code red we held our own Remembrance Day ride one week early.

Ross Metcalfe riding a Vintage Canadian Military WWII Harley along with his wife Kris in the side car lead us to the War memorial. Our group gathered together at a distance. Ross played the pipes and later recounted stories of Irv Lowen. We also remembered some past Club members: Bert Bentley, Tiny Robins, and Alex Grant, who also answered the call to enlist and serve our country.



Leaving Brookside we went on a tour of War Memorials. St James Legion, Bruce Park, Deer lodge, and our last stop 17 Wing.

17 Wing heritage Park is the largest outdoor static display of vintage military aircraft in Canada. The outdoor museum features a memorial that acknowledges Manitoba's contribution to training pilots and celebrates the formation of The Royal Canadian Air force in 1924.

Ken Charleton

Vice Pres.



Pandemic Relay

Early in the first wave of the pandemic, when AMCM events like the rides to the Half Moon and the High Tea Bakery were being cancelled, I saw an article in the Winnipeg Free Press about a running club that could no longer get together to train. Instead, they were doing relays to each other's homes, carrying a rock. I thought this idea held potential for AMCM, so I ran it by Kim and Ken, who agreed. Jim and Ken and I brainstormed regarding a suitable object for us to use, and Jim came up with one of Kim Houde's old racing number plates that he had acquired, along with a bike, at some point. After some work finding a suitable writing instrument, and setting out the format, we started it on its way.

The relay turned out to be a great way of getting people together for driveway visits, and photos started turning up on the AMCM Facebook page. Those who hadn't received it yet began asking when it would get to them, and others asked where it was now, and was it stuck (which did happen a couple of times).

By the end of the riding season, we had 54 signatures on the plate, which meant members had safely gotten together with each other much more often than they otherwise might have. Thanks for making this a fun pandemic activity.

Stay safe!
Della Beattie



Santa is coming.....



In years gone by, when there was no Covid19,
Santa came by motorcycle, as it's
always been.

The kids of Winkler would turn up in
force,
and he would hand out their presents, of
course.

He'd play Jingle Bells on his harmonica,
They'd all be there, little Johnny, Jim
and Monica.

Members will no doubt see that Santa
looks
much like an old member on AMCM's
books.

This Christmas alas, no Santa there'll be
Coronavirus has sure seen to that, you
see.

Santa will just wish his fellow AMCM
members,
HAPPY CHRISTMAS! In the pages of Rust
n' Pieces!

Recap on the 2021 Bison rally pre Christmas T-shirt sale

The Club sold a combination of 66 Rally T-shirts and Sweatshirts.

We cleared \$426.42 and 100% of the proceeds from the sale has been forwarded to Spina Bifida Manitoba. Hopefully in time for Christmas.

Thanks to everyone for purchasing a shirt. If you're interested in purchasing more there is a chance a second order will be placed in the New Year. But if not, we will be taking pre-paid orders for shirts that can be picked up at the Bison Rally July 2nd-4th St Agathe Mb if you preregister.

Thanks to Greg Dwornick for the use of his Green Screen and the Art work which he (again) waived his set up charge!

Ken Charleton _____ 2021 Bison rally chairperson

The Alternate Dapper run 2020



College in 1995.

Sunday, we gathered at Moto49 for what may be our last official club run of the 2020 season.

With no designated route planned for the distinguished gentleman's ride the AMCM set up our own tour. In keeping with the Manitoba 150 celebrations theme our first stop "St. Boniface College", the second home of a very controversial statue of Louis Riel.

Unveiled at the south grounds of the Legislative Building in 1973 and then moved to St Boniface



Back on the road we took a very scenic route over the Provencher bridge past the Human Rights museum to our second stop "the Forks parkade".

Something about the sound of a long line of loud motorcycles in an enclosed space, wakes your inner child.

Great view of the forks and although the very top level was closed, we had the next best level all to ourselves.





Next stop "Upper Fort Garry"

Yes, it is possible to park 18 motorcycles in line on Main street just two steps away from a world class Historic site.

Upper Fort Garry features a massive multi-layered, 440-foot steel sculpture embedded with over 7000 LED lights combined with 18 Channel sound.

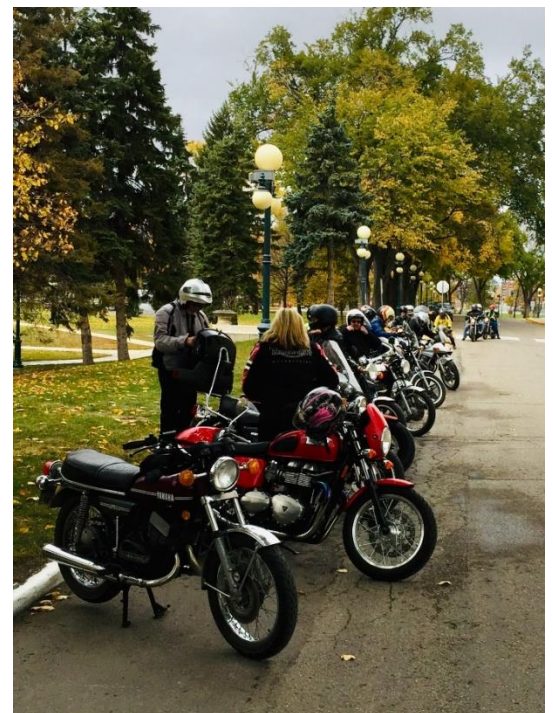
There was not enough time to explore the technology, as offered through a free app on the UFG website. We should plan for another ride there next year.

On to the Manitoba Legislative building for a picture next to the fabulous Five Statue on the West side grounds.



A great tribute to five fabulous women, for their years of hard work on many campaigns fighting for women's rights dating back to the 1880s and 90s.

Especially Nellie McClung who earned an international reputation among reformers. She was a huge role model for my Mom.



Lots to explore at the Leg. but no time, next photo-op at West View park, better known as Garbage Hill.



You know people are desperate for a ride when they follow you to the top of garbage hill on a cold windy day. Jamie rode his mighty YSR Yamaha right up to the summit and perched it on a block of stone to keep the bike theme pictures going.

The landfill was used to dispose of glass and ash from the City's incinerator, it's been a park since 1960.



Next stop a cold reminder of what's coming and why we try and squeeze in as many rides as we can this time of year.



Winter starts just like a brush fire. When left uncontained these small snowbanks can spread and eventually cover the entire province.

Last stop Tim's on Ness. On a perfect day straight out Portage, past Headingly for a Photo-op at the White horse.



Not in the cards today, a bit too chilly. So straight back to Moto49 for a hot coffee and more bike talk before heading home in time for dinner.

Thanks to all that came out for a ride, putting up with a sprinkle of rain and bit of cold wind without complaint.

With the premier of the SALT movie on Thursday, Tiddler Tour Saturday and Dapper Run Sunday it was a great week.

Ken and Don Charleton

2020 Dapper Run

Tiddler wine sold...

Hiya - here are the stats for the 2020 Tiddler Run, regarding the wine order:

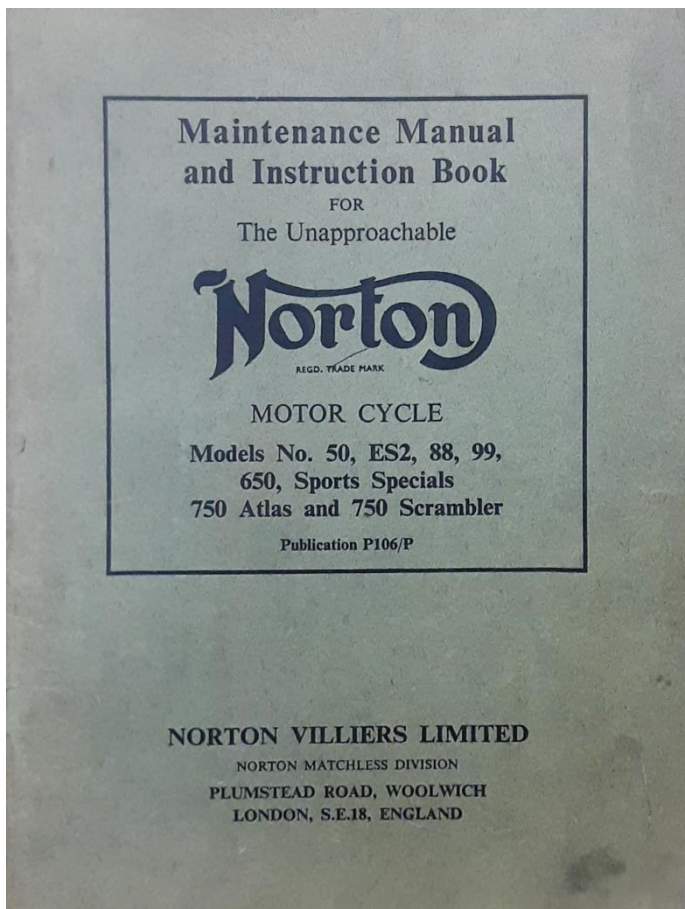
1. purchased 24 bottles: cost including labels = \$238.10
2. gave 8 bottles to those who rode Tiddler bikes to the event...noting 1 attendee said to sell his
3. sold the 16 bottles @ \$10 each = \$160 (Sarah - I am e-transferring this to the AMCM account as I collected the cash)
4. Total cost of this Covid friendly event = \$78.10

Cheers Kim

In The Library

The AMCM library holdings have been sitting dormant during the pandemic of 2020. Actually that is not completely true. As I browse some of the AMCM library material in the early stages of creating digital images and files of current holdings, I can't help but get lost in the feel of a book in my hands once it has called out to me with some interesting feature or wording. Our current holdings include a wide range of interesting material dating back as far as the 1930's and I thought I should share items through the newsletter while I attempt to master the scanning apps on a smartphone.

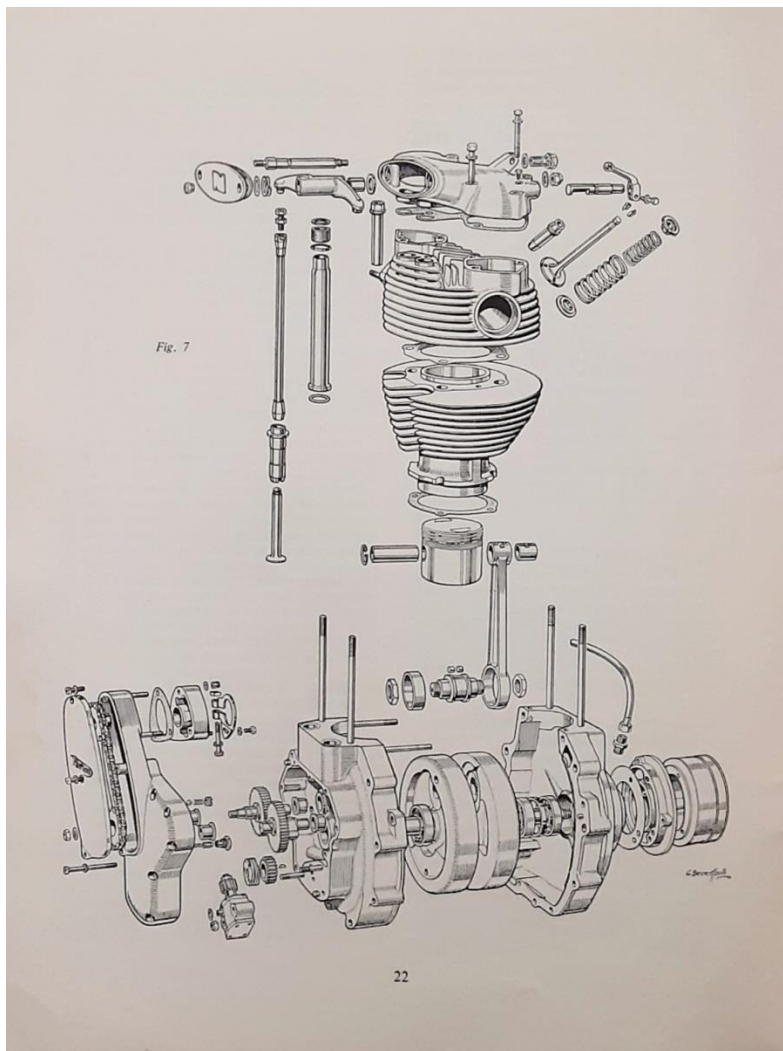
A Norton maintenance manual caught my attention despite the fact I have never owned a Norton. The cover is colored khaki green with black lettering. The graphics and fonts present as art despite using only two colors. The bold "Norton" grabs your attention with a beautiful script and the organization of



the cover is so effective it appealed to me more than any of the bright digital pages and rapidly moving images that overwhelm my eyes and interest when surfing the internet. I have included images of this particular Norton manual for your enjoyment. The images include the cover that lists the applicable models, company information, and

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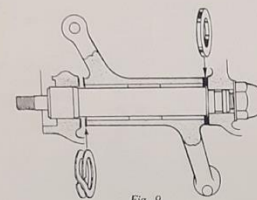
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coordinates of “Plumstead Road, Woolwich London S.E.18, England”. Those coordinates are for “Norton Villiers” versus the earlier Norton Motors LTD. The index page includes the pages and paragraph numbers for specific topics. A diagram of a single cylinder Norton motor is also included to show the artistry of a typical illustration created by hand and evidenced by a signature of

the artist. A single cylinder motor illustration was chosen over a two cylinder motor to confirm we do learn from John Thompson during Tech Night that a single cylinder Norton is the way to beat a Harley on the beaches of Daytona. The last page displays an example of instructions when the owner of the bike was more likely to perform their own maintenance and repairs. It is obvious that great effort was required to produce and distribute these materials decades ago and they contain vanishing skills and reference material needed to help us restore and maintain our bikes. I hope to showcase some more library materials in future newsletters like books, manuals, manufacturer advertising, and local motorcycle company catalogues. Just wait till you see the cover of the 1972 Chariot Cycles catalogue!

cover and the rocker spindle nuts and washers, and with a soft punch against the larger threaded end, drift the spindles out of position. The rockers with their washers and shims may be extracted from the box.



Remove the exhaust valve lifter by first removing the small securing screw, when the lifter may be withdrawn.

The rocker bushes are a press fit in the rockers and may be pressed or drawn out as shown in Fig. 10.

Rocker ball ends and pads requiring renewing may be drifted out with a punch.

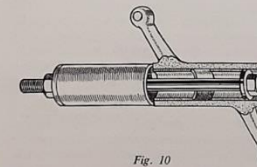
Press in new rocker ends, ensuring that the hole in the shank of the ball end is lined up with the oil hole in the rocker arm.

New rocker bushes may be pressed in or drawn into position by reversing the method of extraction illustrated.

New bushes should be reamed with $\frac{9}{16}$ in. diameter reamer after fitting.

The re-assembly of the rockers in the box may require a little patience. Fig. 9 shows clearly the position of the various parts.

Note that a steel shim fits between the double spring washer and the aluminium spindle boss in the box at the pushrod side and the much thicker thrust washer fits at the valve side.



Obtain a bar or tube smaller than the large spindle hole—pushrod side. Insert this far enough into the hole to allow the shim and spring washer to be placed over it.

Carefully position rocker over the end of the bar and push it approximately into position, centralise washers as near as possible. Remove bar, smear spindle with oil and insert from pushrod side. Use soft punch tap spindle part way through rocker.

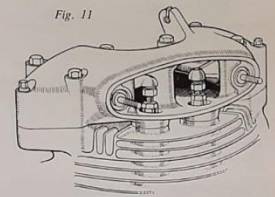
Push rocker over by hand to compress spring washer and place thrust washer in position; the pressure of the spring washer will hold it until the spindle is knocked further home.

It is unlikely that the washer will be in true alignment with the spindle and will, therefore, be pinched between the rocker box and the shoulder on the spindle when the latter is tapped further into position.

With hand pressure on rocker, again compress spring washer. This will enable the thrust washer to be positioned on the full diameter of the spindle which can now be tapped fully home. Ensure that the rocker is free to move, fit copper washer and dome nut and tighten.

53. TO ADJUST TAPPETS

Release the middle hexagon—the locking nut—by placing one spanner on the flats on pushrod end—and the second on the locking nut ($\frac{1}{4}$ " Whit.).



Turn the top hexagon—the tappet head or pushrod adjuster—in the desired direction, and when the correct clearance is obtained, tighten locking nut.

Check clearance after tightening locking nut.

When replacing inspection cover, great care should be exercised to avoid over-tightening as this would result in distortion

'Tis The Night Before Christmas- - -

'Tis the night before Christmas, and nothings happening.

Coronavirus has got us, and we can't do a thing!

No more gatherings of biking friends, small or large.

Sadly no more club meetings, at Jim's Garage.

'Tis the night before Christmas, and there's nothing we can do,

but give our bikes an affectionate hug, and our families too.

This deadly Pandemic, has got us by the short and curlies,

and the provinces Code Red, now sets all the boundaries.

'Tis the night before Christmas, no turkey this year.

No man in red threads, is going to appear.

Through the grapevine we hear, and the truth would seem,

That like us he's hunkered down, with the Covid 19.

Keep the club going dear Kim, just do the best you can.

Were getting good newsletters, keep it up Rainman.

'Tis the night before Christmas, meetings with Zoom.

How long will it last?? We hope for a cure, real soon.

Keep working on that project, make it look first class.

A vaccine is coming, and THIS TOO SHALL PASS!

2020 Bert Bentley Mileage Challenge

Thank you to all the AMCM members that tracked their miles driven on their vintage motorcycles from spring up until the finish line at our October meeting.

All distances driven are converted to “miles” and adjusted or “bumped” depending on the age of the Motorcycle.

That final number is referred to as Mileage points.
Congratulations to Chas Peters for achieving the highest Mileage Points for 2020.



Place	Rider	Mileage Points
1 st	Chas Peters	13,702.5
2 nd	Keith Blais	11,996
3 rd	David Leduchowski	8,733
4 th	Irv Peters	6,889
5 th	Ross Metcalf	4,068
6 th	Don Charleton	2,511
7 th	Ken Charleton	2,145
8 th	Kate Charleton	1,675

Chas gets to keep and display a very cool vintage AMCM Mileage Challenge Trophy for one year, receives a cash prize, and has picked Joe Sawtus to be the Honouree for 2021.

We are all looking forward to next year's:
“2021 Joe Sawtus Mileage Challenge”

Breakdown on mileage turned in by Chas for 2020:

Bike & Year	Miles	Mileage Points
1975 R90	5,477 x 1.5	8,215.5
1978 R100	3,658 x 1.5	5,487
Total:		13,702.5

The odometer on the 1975 reads 361,886.0 miles

Ken Charleton – Vice President



Hard Luck Story from the Hard Luck Trophy Winners...

This past summer, Don, Ken, Kate (Charleton) and I went dirt bike riding at Sandilands Provincial park. Due to Covid we loaded up the bikes in the trailer and took two vehicles so we could limit contact. We figured if you aren't socially distancing on a dirt bike/motorcycle you're in trouble, because you've crashed into each other. We only went for half a day (because I'm older and out of shape ☺). On the way back, just outside of Marchand, MB there was a loud bang and sparks coming from the passenger side of the trailer. I pulled over and found all the studs on one side of the trailer had broken off and the tire had gone flying into someone's yard about one hundred feet from the road. The tire was behind a barbed wire fence so we had to hold the barbed wire up while Ken crawled under it to retrieve the tire. He got elected as he was the skinniest adult. The next step was determining what to do next. It was decided that Don and I would take Don's car, while Ken and Kate waited in the truck. The nearest major city is Steinbach. When we arrived we realized that on Sunday the town is pretty much closed. Including national retailers like Canadian Tire. Off to Winnipeg we go. Princess Auto had the studs but not the lug nuts and they wouldn't allow us to buy the ones off their display. They were very nice however, as they allowed us to use their workbench area to hammer out the broken studs and hammer in the new ones – they even took a larger hammer out of stock to use. The metal on metal hammering noise was heard throughout the store. I'm sure many a customer was scared when the first hit was heard. After hammering in the studs we went to pay and the checkout person apologized for noise. We then admitted that we were the guilty party causing the noise. Off to Canadian Tire to buy lug nuts, which come in packs of four and my drum has five studs so I had to buy two packages. Then, we had an hour long drive ahead of us to get us back to fix the trailer. I believe Ken and his niece Kate had it worse as they sat there for two and a half hours with no cellular service. Imagine being a teenager with no cellular service and having to listen to Ken's jokes over and over again.

All in all, any day on a dirt bike/motorcycle with friends is a good day. This is a group trophy as the challenges were shared by four of us.

Jeff McNaughton

Bonneville Update



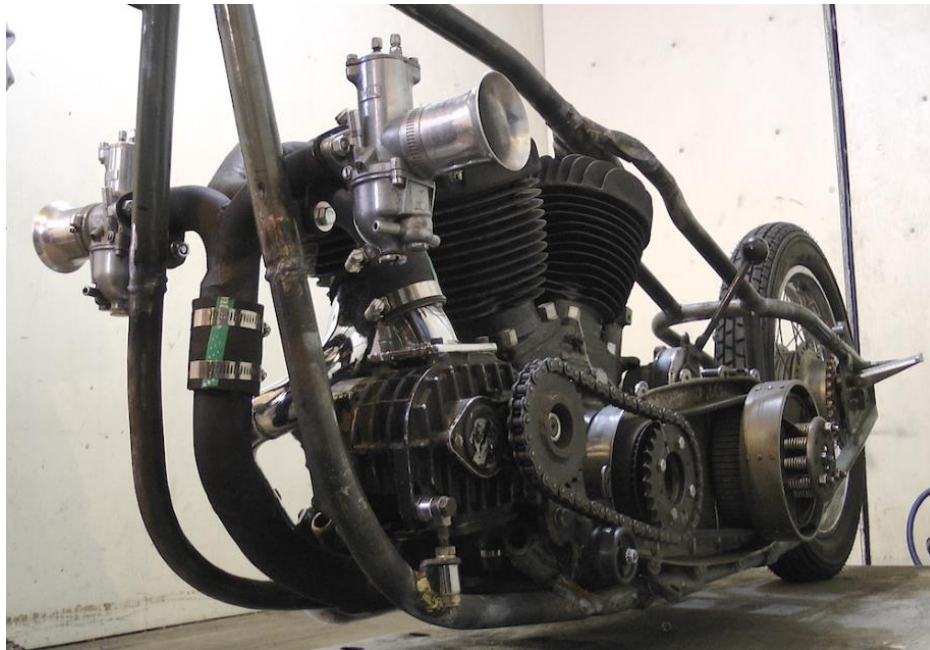
Gary MacDonald



Ted Hector

Blown '42 UL 80 inch Harley Davidson (military) Bonneville Salt racer Update 1360cc AR500 blower 5 psi

To accommodate the supercharger, the frame has been extended by seven inches at the front. A new spine and lower front down-tube rails were fabricated and installed. A major side benefit of this increased length is a repositioning of the rider further back atop the frame. The new "S" bend in the frame's spine allows Ted to tuck in behind the steering head (rather than being perched above it).



The supercharger is positioned in front of the engine. Two Amal 32mm carbs attached to a "Y" pipe just inside the frame's front down tubes are ducted to the bottom (entry) side of the blower. Pressurized mixture exits from the top of the blower and is ducted to the individual intake runners on the right side of the engine. The velocity stacks will sit flush with the fairing on each side away from any salt spray from the front tire.



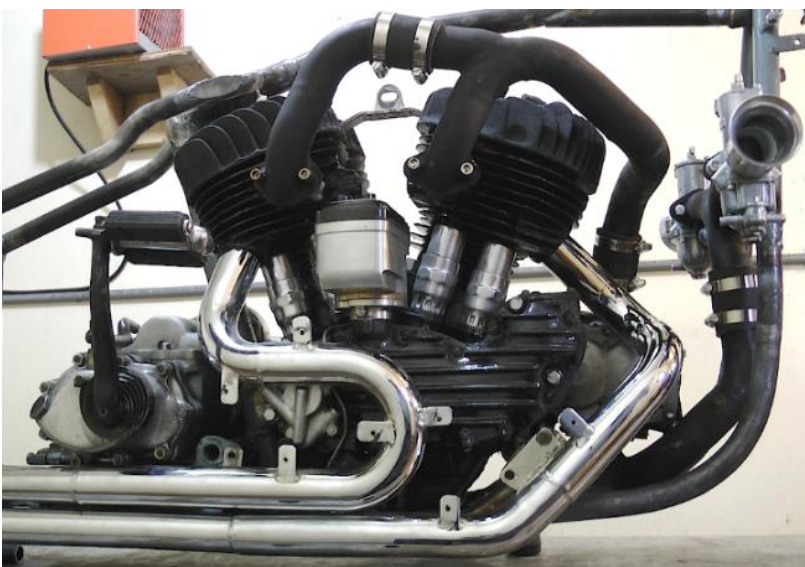
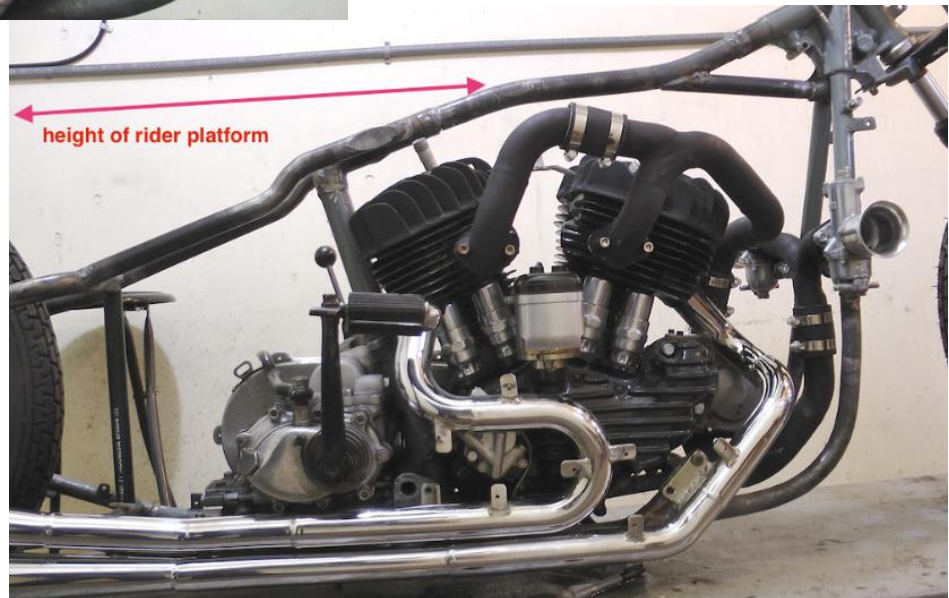
A slip joint between the front and rear ducts allows for cylinder growth as the engine heats up.

There will be a priming port built into the intake to allow for cold starts as well as a dual spark ignition, aircraft sparkplugs, and twin fuel pumps.

Here's a good view of the "S" bend with the front frame extension, seat height. The fuel tank will sit below the seat.

A subframe with a seat bracket will be fabricated from the midpoint of the top spine, straight back above the rear wheel.

This will allow Ted to lay flat and maintain a streamlined riding position leaving him more room to tuck his legs in tight (rather than trailing behind). This allows for a more conventional riding position and helps to keep the height and width of the front fairing narrow with the rider enveloped behind it.



The chrome exhaust is just there to help with the mock-up and will be replaced with a set of new custom-made pipes that will be tuned for maximum engine performance.

It's not a secret. Gary or Ted will explain this to anyone who listens. Large diameter pipes and huge carbs will not always get down the track faster with a vintage Harley flathead.

Higher Intake flow and exhaust gas speed can be achieved throughout the engine with the correct diameter pipes and that doesn't always mean bigger.

Ted fashioned this half scale model of the front fairing using an English wheel.



It's going to be a long bike, 112 inches, with the rear fairing tapering down slowly from the rider as it extends eight inches past the rear edge of the back tire. Overall, the fairing will have a much smaller front profile, 16 inches, and the extra frame length will allow more subtle curves along the fairing. The long tail extension will help reduce drag. Rules require that the rider profile be completely visible except for the forearms.

Competing for 13 years at Bonneville with various projects like this has become an annual event for Gary and Ted. They hold 7 separate class speed records at Bonneville. Long hours and great expense are invested with no guarantee of success or even being allowed the chance to compete. Inconveniences like the conditions of the Salt Lake bed, extreme weather, or even a global pandemic pop up now and then.



What Ted sees and feels when riding is a far cry from what the camera shows from a distance. Track conditions are rarely ideal. Ruts, potholes, and loose unpacked salt can be the norm. When you factor in the high altitude, extreme heat, cross winds, and risk of injury alongside waiting in endlessly long lines you must wonder, are these men addicted to SALT?



AMCM Member Bill Fraser completed a documentary film "SALT" which premiered last September 24th. Its about Gary and Ted's trip to Bonneville and chronicles one of their record-breaking runs. With Covid-19 restrictions in place attendance was limited. Although a success, it was nothing like the crowd we had planned for. DVD's are available for purchase.

So, if you missed the premiere you can still own the DVD. Contact Bill Fraser at: navionco@gmail.com

By Ken Charleton

Gary MacDonald and Ted Hector supplied the pictures and the technical information. I volunteered to splice some pictures and conversations into a writeup for the newsletter to keep us updated on their quest. **More to come in 2021.**

Club Trivia:



Mystery member Solved....

Who is this mystery member?????

Meet Rick Peters.



From archived newsletters

**When was the first meeting @
HARLEY-DAVIDSON WINNIPEG**

Next Meeting 7:30pm Tuesday, April 24, 2007 at:

HARLEY-DAVIDSON WINNIPEG

Fundraiser for Evan

This years 9th Fundraise for Evan was a great success and a similar amount was raised as in previous years, and sufficient again to cover his non-subsidized medication. This despite the restrictions and different format, because of the Coronavirus Pandemic. Many club members sent donations knowing that they would not get to the Come & Go at Rocks Bar to collect pizzas.

MANY THANKS, from the family and Grandfathers.

There are many new AMCM members that don't know Evan's story, and a brief explanation begs telling.

Evan was born with Spina Bifida to Terence and Connie Hesom in September 2007 Terence is AMCM member Tom Hesom's son, and Connie is member Chas Peters' daughter.

Evan has had many, many operations, the first one when he was 6 hours old, and medical procedures, surgery and constant care, continue. Much of the cost is covered by Manitoba Health, but some other essential and expensive medical procedures, are not.

Years ago it was proposed at a meeting that it would be good for the AMCM to channel any surplus funds into a worthwhile charity, and The Spina Bifida and Hydrocephalus Association of Manitoba was chosen, with Evan as the club's Mascot. Since then this club has raised thousands for the charity every year.

Evan has now just turned 13; and as he gets older brings with it further complications for him and his parents. He continues to have operations, mostly to his feet, plus many neurological challenges. He (& Connie) have been flown to Montreal twice already for operations there, and a third trip has recently been postponed because of Covid 19. Evan is able to walk with special boots and leg braces, but goes to school in a small wheelchair. A special wheelchair -friendly bus takes him and he has a dedicated care-giver whilst at school.

Fortunately Evan has been gifted with a sunny, cheerful, talkative nature, (VERY talkative!), is sports mad, plays sledge hockey in winter and is taken to Winnipeg to play special challenged baseball in summer. He has wowed the AMCM, circulating and chatting, on the few occasions that Connie has brought him to a meeting to talk to the club about Spina Bifida.



*** 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@mymts.net or 204-831-8165 and I'll make you rich.

Wanted for restoration:—Vintage Honda 50cc step through, Puch Pinto, NSU Quickly, Velosolex, or similar unrestored moped. The older the better!

Contact Tom Hesom. 204 325 6984 or tomandleshesom@gmail.com

WANTED! Villiers powered motorcycles, parts, literature, advertising, projects. Looking for barn fresh, rough projects or even the smallest parts for Villiers powered bikes. They include : Famous James, New Hudson, Dot , Greeves, Francis Barnetts, Cotton....Villiers powered over a hundred different motorcycles in its history. Am restoring and running various bikes and require parts for them all . Motor sizes include : 98 cc single speed and two speed, 122 cc 3 speed, 197cc 3 speed. no part too small . Please call Keith Blais 204-226-2979. **SAVE THE RUST!**

For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage беру, 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

Helping out a fellow enthusiast For Sale

Perfect condition, low miler 2014 Triumph Bonneville, in styling Crystal White/Sapphire Blue colour. Lady driven, and garage stored. Must sell immediately, as I'm moving. \$6995 obo. Serious offers only. Chrome saddlebag frame and saddle bags included. **204- 792-9763**



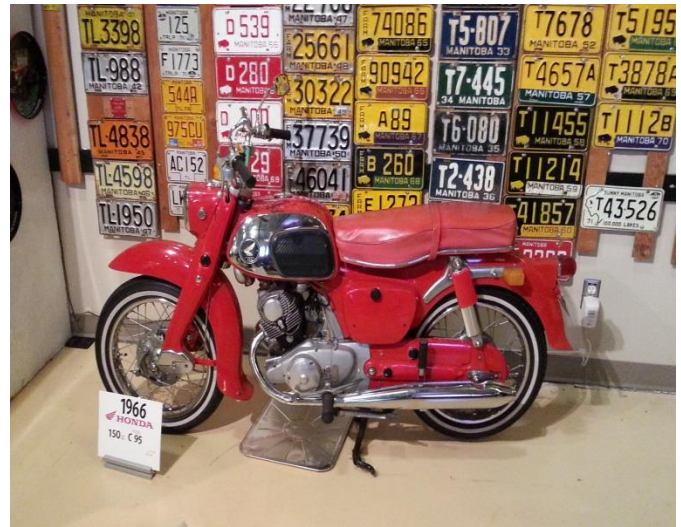
SURVIVOR - 1966 HONDA C95

150cc (aka baby dream) Red in color, super original condition, ,starts and runs great LOW mileage,. Been in storage a long, long time. Some spare parts, manuals etc. ASKING \$4600.00 Registered as vintage contact Rollie Cook

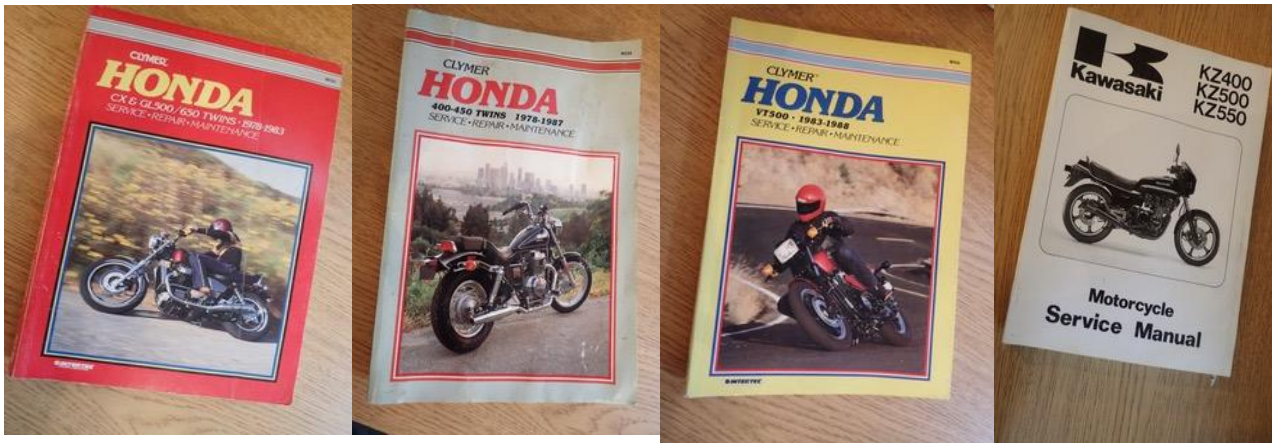
@ sacook@mymts.net

Thank you and if any QUESTIONS

call 204 254 2409



" 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



Richard Peters is doing leather work

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431-774-3769 or email at

Petersrichard47@gmail.com

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Rare model	Nobody liked them when new either
Older restoration	Can't tell if its ever been restored
Needs engine work	Its been frozen for 30 years
Uses no oil	Just throws it out
No rust	Tank and fenders missing
Rough	It's too bad to lie about
One owner	Never been able to sell
No time to complete.	Can't find parts anywhere
Rebuilt engine	Has new spark plugs
May run	But it never has
Low mileage	Third time round
Many new parts	Keeps breaking down
29 coats hand-rubbed paint	Needed that much to cover rust
Clean	Sat out in rain yesterday
Best offer	About what I expect to get
Always driven slowly	Won't go any faster
Prize winner	Hard luck trophy 3 times in row
Stored 25 years	Under a tree
Real show stopper	Orange with purple fenders
Easy restoration	Parts come off in your hand
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Meetings at 7:30 p.m. LAST Tuesday of the month

Virtual Zoom

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

***No AMCM event or gathering will be held that is in violation of these important
guidelines***

December 15/2020 Virtual Xmas Party was great.....

January 26/21 Virtual Movie night.

February 23/2021 Meetings at 7:30 p.m. Virtual Zoom

March 30/2021 Meetings at 7:30 p.m. Virtual Zoom

WOW Rescheduled from March

April 16-18/2021 World of Wheels RBC Convention Center

April 27/2021 Meetings at 7:30 p.m. Virtual Zoom

May 25/2021 Meetings at 7:30 p.m. ????????

July 2-4, 2021 Bison Rally Ste Agathe Mb.