



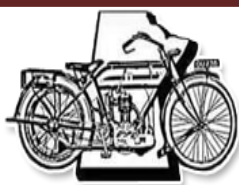
AMCM/MMC

Jan-Feb 2021

RUST 'N PIECES

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Harley Davidson 2021 Marque 2021



Antique Motorcycle Club
of Manitoba Inc.

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Elle Presidente Notes

February 2021

Happy New Year AMCM members! Besides the past couple of weeks, the winter (so far!) has been incredible, weather-wise. Rick and I have enjoyed an outdoor fire at day's end more times than I can remember in December and January. Some snowbirds have stayed north this season for reasons beyond covid which is keeping our human snowbirds here. Vaccines are here - slowly to be doled out to all and sundry, but here. The Jets are playing, the Scotties and Brier are soon upon us, so this sports fan is happy. The relaxing restrictions allow my horse riding and training to carefully resume - more happiness there. Lockdown and winter make for excellent times to be in the shop working on the bikes - and we can make time for planning future fun!

2021 Rally Chair, Ken Charleton, is busy making preparations for a 2021 Rally. There has been a t-shirt order with the amazing graphic of AMCM member Keith Blais on a Joe Sawtus Harley-Davidson bike. The Rally marque remains Harley-Davidson given the different rally of 2020. We're loving this new approach to the t-shirts where an AMCM member is featured with the marque for that year...and ordering the shirt early so we can sport them well-before rally dates. That being said, I'd like to know if others are looking for a 2021 Rally shirt...should we have interest, we will place another order in the next month. Noting, you need to commit to the purchase (\$20 for tee, \$25 for long sleeve), and I'll also have a ladies style tee for consideration! Let me know via email pirates.pearl@gmail.com or cell 204-471-5465 if you'd like to get on the second wave Rally shirt order :)

I'll be putting together the 2021 Sanctioned Ride List for use with the Vintage plates, and taking that to the MPI Registrar soon. While we know some events are still being cancelled (IE: World of Wheels), it is still a positive thought documenting our many AMCM events in a year and getting ready for riding season.

Hope this newsletter finds you and yours well and happy. We will be riding together soon.

Cheers Kim

more smiles per hour

Buy with confidence, own with pride.

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

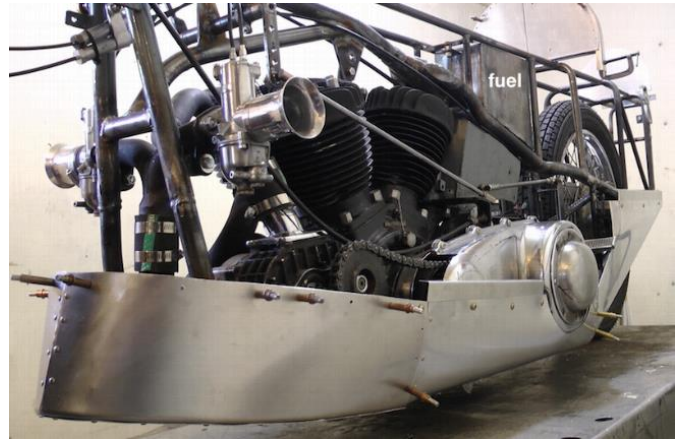
Count the old motorcycles on the road-
the others on the roadside

Sincerely Yours
Siggi Klan

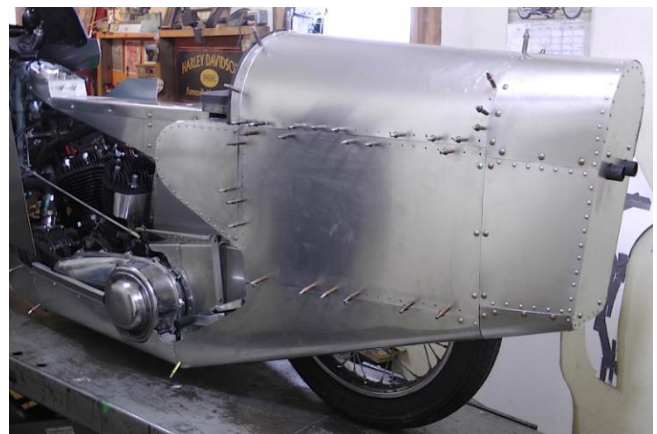
Blown '42 UL Harley Update #2

By Gary MacDonald

The first pic shows our progress up to the last week of November. The rider framework is complete. Ted fabricated a square fuel tank and mounted it under the seat (out of the way of the rider). With the supercharger we expect pretty high fuel demand, so we are using two Yamaha Road Star fuel pumps to feed the carbs. The belly pan is shaped somewhat like an upside-down wing and should generate enough downforce to reduce rear-wheel slippage at speed.



By early December we had completed much of the rear bodywork behind the rider's seat. These slowly receding surfaces will help keep the air flowing around Ted attached and laminar and reduce the size of the turbulent wake at the back of the bike. The area at the rear end of the bodywork (still in cardboard) is only 0.7 square feet.



This next photo shows the completion of much of the rear bodywork. Once the front fairing sides are done, Ted's legs will fit into "leg wells" in each side of the bike. This view also shows the new exhaust piping and outlet stubs mentioned in the previous update. The kick starter will be visible outside of the bodywork (with a streamlined "pocket" for the pedal to fit into). It will be a "rocket ship with a kick starter", Hah!



Here's Ted on the WL45 at speed in 2009. Note the gap between his belly and the seat. He found that if he could get his back more horizontal by lifting himself way off the seat (about 12 inches), he would get an extra 4-5 mph. With his legs trailing behind and his feet up by the top of the rear wheel, he is essentially doing a push-up... at 118 mph! (Yikes!)



Ted starting a return run at Bonneville in 2011. This photo clearly shows the seating position and foot peg location on the WL. You can see how much he would have to lift to get his back horizontal. His feet and legs are pretty much stuck out in the airflow.



Here's Ted at speed on the big flathead UL in 2017. While the fairing is providing decent streamlining in front of him, his back is too angled for attached laminar airflow. The fuel tank is forcing his body upright. And there are no airflow-controlling surfaces behind him. He's punching a big hole in the air and leaving a large turbulent wake. In spite of this, his speed was around 128 mph, on pump gas! No nitrous, no supercharger! Just a big 1942 1360cc Harley side-valve engine with gobs of torque to hang tall gearing on.

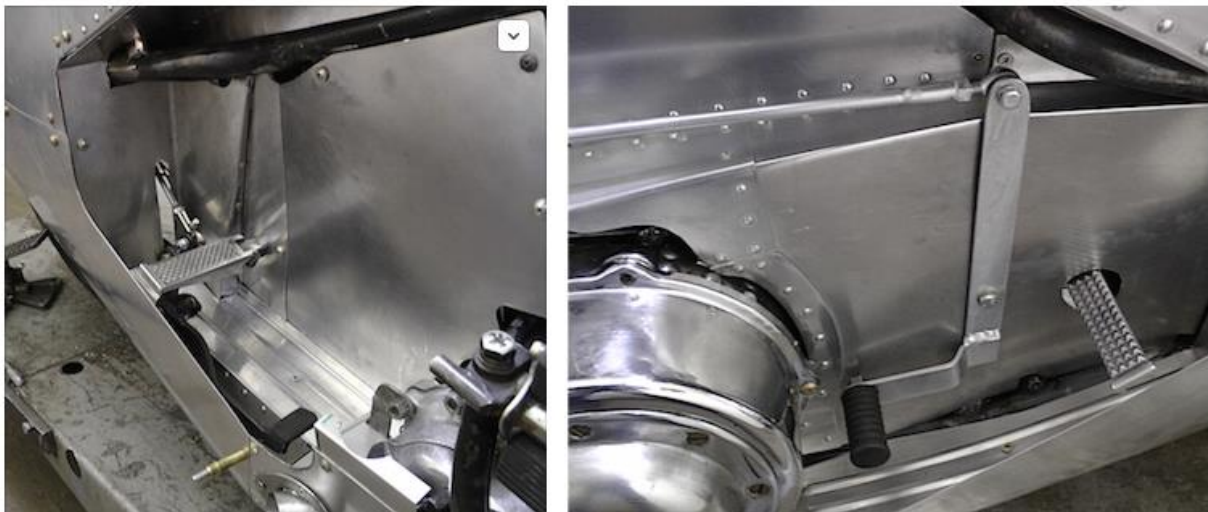


With the gas tank out of the way, Ted's back is now almost perfectly horizontal while he remains on the seat (such as it is). The extra 7" added to the front of the frame (necessary to accommodate the supercharger) provides the added benefit of allowing him to lay down along the top rails without face-planting the steering head. His legs are beneath him in a position of greater control, in the "leg wells" and out of the airstream. He looks a lot like a jockey on a race horse!





The shape of things to come. This is a partial mock-up of the front fairing incorporating some of the design features currently under consideration. Kind of a mix between a bumper car and a jet fighter! (Hah!)



By Gary MacDonald

Reliable Motorcycle Survey: Part One

What is the most reliable motorcycle you have ever owned?

The idea to ask club members to share their opinion on reliable motorcycles originated while working on a 1974 Honda XL350 project. The Honda had been assembled from two incomplete bikes that were a perfect match to make one very original bike. The wiring harness had just been installed on a recently painted frame and a spark plug grounded on the cylinder head showed a strong spark with the first kick. It was almost too easy. The plug fired without a small 6 volt battery that is part of the electrical system.

I had threatened for years to build a tracker style motorcycle to ride to the family farm and enter the gravel road “sideways” as I made a right turn off the always deserted secondary highway. The trip involves 2 hours of paved highways including a stretch with landslide warning signs, gravel roads, dirt driveways and sand filled tractor tracks. The locality has hills, miles of fields, bush, and streams perfect for a light and powerful trail bike. The early Honda XL models are a simple design with a four stroke motor, single cylinder, carburetor, flywheel magneto ignition, and kick start. I’m comfortable stopping the engine far from civilization and counting on being able to start it with a kick or two and get to the next destination. The Honda makes a great replacement for the Harley Davidson Electra Glide I normally ride to the farm.

Why replace the Harley for this short road trip other than a chance to practice amateur flat track maneuvers? The big Electra Glide is powered by a first generation twin cam engine with an early design fuel injection system and is great to ride long distances on smooth roadways like the Pacific Coast Highway or holding the throttle wide open over the rollercoaster like roads in the Nevada desert. But floating the 800 pound dresser over freshly graded gravel roads and farm yards and finding hard ground to support the jiffy stand miles from pavement is losing its charm. Travel on Winnipeg streets on the way out of town or even the highway between Elm Creek and St. Claude will surely shake anything loose that is not secured with Loctite as the luxury suspension bangs away at poorly maintained roadways. But those are comfort or purpose questions. The Harley has been reliable in its own way and always makes it home on a dark night.

The Honda is more versatile than the Harley, but which one is more reliable? Would I choose one over the other if I had to arrive at a destination on a tight schedule?

Late one evening my earlier thoughts on motorcycle reliability came to mind and I reached for a tablet to surf the web. A lazy internet search with the key words “reliable” and “motorcycle” produced a list of results focused on modern motorcycles with very little on vintage motorcycles. “Vintage” was added to the search and a few interesting results turned up.

Most reliable vintage motorcycle lists were written by a lone author including one interesting top 10 list that included a wide variety of recognizable manufacturers and models including a Vincent. This author ultimately ranked the Harley 45 as the all-time most reliable motorcycle. Surprisingly the author was not Ross Metcalf.

Another very interesting top 80 “Best” motorcycles of all time with contributions from a group with the name “Keep Britain Biking” was found. The BSA Goldstar was listed as number one. The list was not described as a ranking but more like a very long list of suggestions. The description of “best” may not necessarily mean reliable so it still does not really answer the question of reliability.

(<https://www.devittinsurance.com/guides/80-years-of-devitt/best-motorcycles/>)

So a list of reliable motorcycles as chosen by a large number of enthusiasts seemed to be begging to be performed. As luck has it, we know a large group of motorcycle enthusiasts with a collective ownership that covers a large sample of motorcycles ever available in North America, Europe, and Asia. Our club includes a deep pool of members with great technical knowledge and/or hours of riding on any era of motorcycle as evidenced by our tech nights and high mileage contest. A made in Manitoba survey of reliable motorcycles might be interesting.

Defining reliability or choosing what a reliable motorcycle is could be influenced by many factors. Are modern bikes more reliable than vintage bikes? Are you biased to a manufacturer or model? Do you perform preventative maintenance or is maintenance even needed regularly for some models? Are you mechanically inclined and can manage a breakdown on the roadside. Not an exhaustive list so to speak but examples of some factors guaranteed to bring a good discussion to a screeching halt if introduced and debated too early.

One factor did require some thought before a question was crafted to present to members. Do we consider only vintage motorcycles or allow more modern motorcycles? Are modern motorcycles more reliable than vintage motorcycles? This was one of the story lines that deeply explored the concept of quality in “Zen and the Art of Motorcycle Mechanics” back in 1974 when a mid-70’s bike would have been modern. The actual “old” bike used by the author Robert Pirsig that completed the storied father and son trip from Minnesota to California was a 1966

Honda Superhawk. The new and modern bike of the story owned by a couple who accompanied Pirsig and his son experienced mechanical failure and did not finish the trip.

The internet search described earlier also identified a survey by Consumer Reports that may help to answer this vintage versus modern question. Consumer Reports published a reliability ranking of motorcycle manufacturers in 2015. The survey polled 12,300 Consumer Reports subscribers who owned 2011 to 2014 motorcycle models. Predicted failure rate was calculated by adjusting an expected repair rate and mileage to reflect a 4 year old motorcycle. The most reliable manufacturer chosen by owners was Yamaha with an 11% failure rate. Can-Am was the highest at 42%. (Here is the link for details:

<https://www.consumerreports.org/cro/magazine/2015/05/motorcycle-reliability-and-owner-satisfaction/index.htm>)

The Consumer Reports results are useful because it shows modern may not necessarily mean better or more reliable. I'm confident we can identify motorcycles in the vintage bike category with failure rates between 11 and 42 percent. Also every passing year adds to what is considered a vintage bike with the usual criteria of 30 or 35 years old. It was decided to start with an open question that includes both vintage and modern motorcycles.

So let's keep it simple and consider this part one of what are examples of a reliable motorcycle and see what we can shake from the trees, or shake off a Harley so to speak. What specific models would our club members identify as reliable? Not fast or pretty, or what bikes they like or admire. What is the most reliable motorcycle you have ever owned?

Tom Hessom: 1958 Ariel NH 350

Air cooled, 4 stroke, 350cc single cylinder with alloy head, AMAL carburetor, and overhead valves. Tom has owned and restored impressive number and variety of British motorcycles over his lifetime. The Ariel was purchased as a basket case somewhere around 1980 and restored. He credits a magneto based ignition for the reliability. "It just fires the plug". Lights or any other electricals on the bike do not rely on the ignition and problems can normally be sorted out on the side of the road. This Ariel model was designed by Val Page who also designed the Royal Enfield in 1937 that is still manufactured in India to this day.

Tom also gave an honorable mention to a 1965 AJS/Matchless Police bike from Rhodesia (now known as Zimbabwe). The bike was one of twenty special order

from the England factory also with a magneto ignition and alternator for reliability. Other features included an extra-large battery for extra voltage to run the siren and radio, and an aluminum plate under the head to lower compression for easier kicking and starting.

Jim Beattie: 1965 Honda 50 Cub

Air cooled 50cc single cylinder, step through frame, and no clutch lever. Jim purchased the bike in 1967 for commuting while living in St. Andrews. He says it never failed and he and never touched it. Performance was described as 50cc and 50mph (actually 47mph). Winter preparation was limited to covering it with a tarp and it always started in spring. He never really learned to work on motorcycles until after the Cub was sold and he owned motorcycles that broke down.

Ross Metcalfe: 1976 Honda Goldwing

Liquid cooled, 1000cc, 4 cylinder boxer, carbureted. Yes you read that right and I did not mix up my notes. An early Honda Goldwing. The Goldwing was described as a very reliable commuter to work for Ross for many years. The bike clocked 50,000 on the odometer before someone asked him if he had given any attention to the timing belts. He had not. The early Wing provides many trouble free miles with minimal attention. This pick was a team effort with input from the better half of the Metcalfe's of Headingly Manor.

Terry Neustater: 1980 Honda CB900F Super Sport

Air cooled, 4 stroke, 900cc, In line 4 cylinder, 4 carburetors,

Mike Belliveau: 1969-73 Honda CB 350

Air cooled, 350cc, two cylinder, two carburetors, coil and points ignition. "Just threw gas and oil at it"

Barry Seib: 1966 Ducati Mark3 250cc

Single cylinder, air cooled, four stroke, 250cc, carburetor. Ducati's may not normally be associated with reliability but Barry made a great case for it. He notes the Ducati has a very simple but misunderstood electrical system and wiring. For example, the ignition coil is grounded through the taillight and contains a toggle switch bypass for when tail light bulb burns out and ground is lost. Any changes that deviate from factory design can create reliability problems.

Clarence Holigroski: 1973 Kawasaki KZ900

Air cooled, 4 stroke, 900cc in line 4 cylinder, 4 carburetors, coil and points ignition. Clarence notes it always started and provided great gas mileage. "I just checked the oil level before long trips".

Ted Hector: Harley 45

Air cooled, 4 stroke, 45ci, V-twin cylinder, carbureted. Ted's choice was quick and decisive. All discussion that followed made a strong case for his choice while comparing the 45 to other manufactures and design. He noted the 45 was made for the Army and the generator was the best ever made. Ted prefers to run a Fairbanks Morse magneto for ignition as used on Harley racing bikes like the WR. Of particular interest was a lesson he gave on metallurgy and the high quality of Harley's own hardening process at the time that contributed to an unmatched quality and reliability of parts.

So after only eight contacts and a looming deadline for newsletter submissions it was decided to end part one. Thanks to these initial contacts for their patience and participation.

If you have not been contacted for your choice, be ready. You may be next.

Submitted by Dan Catte

In The Library

The library holdings include catalogues of Manitoba motorcycle shops of days past. Here are a few pages from Chariot Cycle that was located at 303 Selkirk Avenue in Winnipeg.

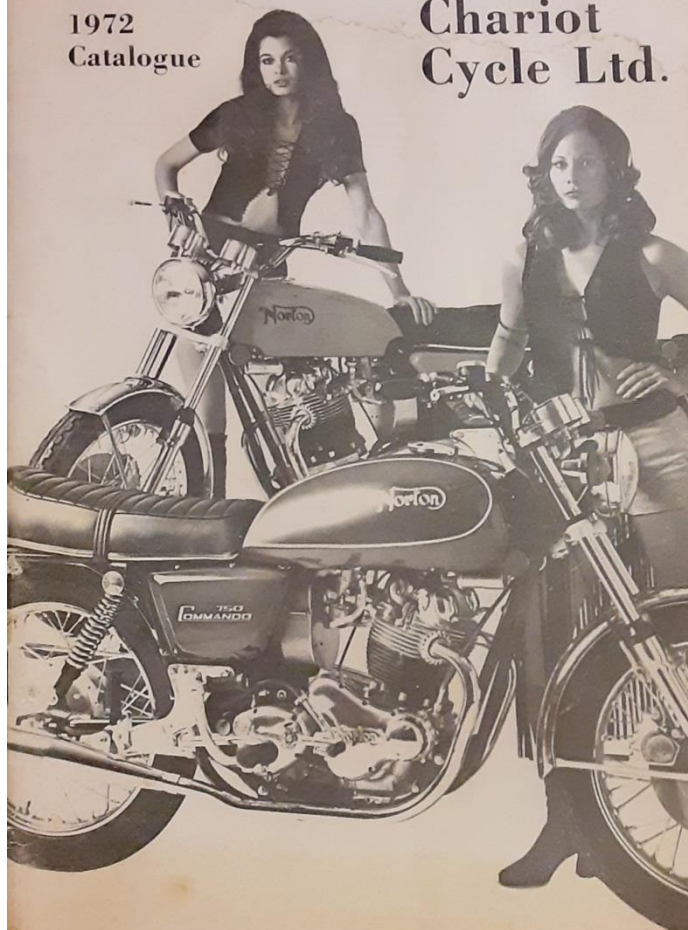
Dan Catte

see following page..

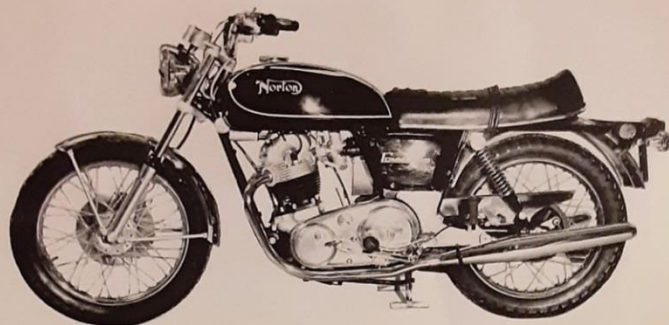
The front runners

1972
Catalogue

Chariot
Cycle Ltd.



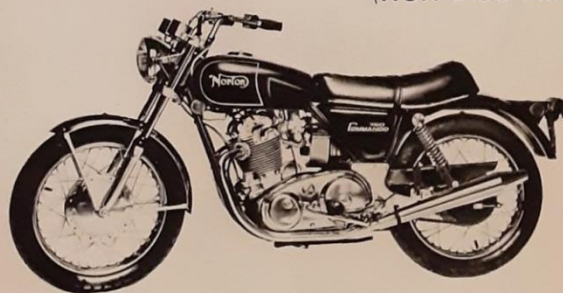
THE INTERSTATE "COMBAT" FOR 1972



AVAILABLE IN:
DARK BLUE, OR BLACK, ONLY

\$1995.00

ROADSTER "STANDARD" (NON-DISC BRAKE)



\$1795.00

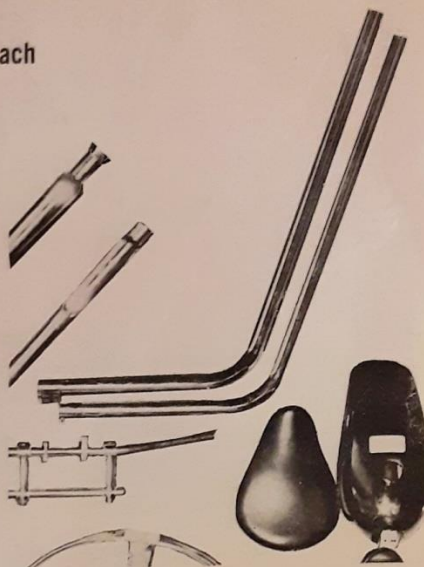
- 3 -

NEW! Super High Stack Pipes

1 3/8", 1 1/2", 1 3/4"

\$11.95 each

SEE PAGE 42 FOR DETAILS



TRIUMPH 650 "TT" PIPES

\$32.00 s

HONDA 750 "TT" PIPES will be available July 1972

\$60.00 s

2021 Bison rally Update

Planning for the 2021 Bison Rally has started again. All the volunteers have stayed on from the previous year. Thanks for sticking with us, your time and effort are appreciated. We are all hoping that relaxed Provincial guidelines will allow us to go ahead with our event this year.

Feature Brand for 2021 is "Harley Davidson". The image for the 2021 poster is completed thanks to Greg Hygaard. Just like the Rally T-shirts we sold before Christmas the poster features Keith Blais riding Joe's Harley racer.

Greg also set up the 2020 poster which most of you never got the chance to see. That poster featured Ross Metcalfe riding his 1911 "Silent Grey Fellow". Both Keith and Ross presented their bikes and gave the background stories in a Rust N Restoration video. The videos are available to view on our website AMCM.ca

We are always looking for new ideas to make each rally a bit different from the last with the goal being to build on past successes. All AMCM members that would like to help with planning or anyone with suggestions as to what they would like to see at the 2021 Bison Rally can let me know. Suggestions may pertain to the bike categories, judging, show n shine, bike games, parade, food, and or anything else on your mind. Everything is open for discussion and all support will be welcomed.

We have started a list for anyone that missed out on the early pre-Christmas sale of the 2021 Bison Rally t-shirts. If there is enough interest, we will put together another order ready for pick up this spring.



T-shirts for pick up at the rally will be pre-paid when you register in advance. If we are unable to hold the rally for reasons beyond our control, we will hold a small free event on that weekend that complies with Provincial rules. But to be very clear all money paid for pre-registration for the Bison Classic will be refunded if cancelled.

We are deciding which brand will be our feature bike for next year. Currently we are lining up who to feature on the 2022 rally t-shirt with something special relating to Manitoba Motorcycle History. We are open to suggestions. Eligible candidates must be an AMCM member, photographed riding featured Vintage Motorcycle, and must be willing to lend his or her image for use on a Rally shirt / Poster along with taking part in filming a Rust N Restoration video. Most important of all, unlike the honouree for the Mileage Challenge who must be deceased, to be featured on a rally shirt you must be alive and well.



So, everyone please keep safe and look forward to attending the 21st annual Bison Classic Rally in Ste. Agathe July 2-4th 2021!

Ken Charleton, 2021 Bison Rally Chairperson

Contact: kencharleton@gmail.com

Sadly we have lost a Brother

AMCM honorary life member, Parker Fillmore, passed away suddenly on December 27th. Parker - as a lawyer - was instrumental in many of the legal aspects for the AMCM including the amalgamation of the MMC and AMCM. He gave his legal expertise and hours at no cost to the AMCM, for which we have been very thankful.

Personally, I will always remember Parker attending AMCM events on various magnificent motorcycles, and quite often in matching period costume.

As per Parker's wishes, the AMCM donated \$250 to Tamarack Recovery Centre in his name. The AMCM Executive are also working on an annual ride for suicide prevention...more details will come in the near future on this ride.

With notes from Ross Metcalfe: I grew up on Assiniboine Ave in old St James and just around the corner from Parkside Drive was where the Fillmore's lived. Parker and I attended the same grade school but with 4 years separating us I didn't know him at school. I did see him cruise by the house in the 60's on what I think was a small bore Suzuki. The AMCM started in 1977 but Parker didn't join the club until the 80's and held the Secretary position for some time. In the 80's Bert Bentley and I as the Club MPI appraisers went over to Parker's house.(now living on Assiniboine Ave, just down the street from where we both grew up) to appraise his '37 Knucklehead and 42 Harley. After that he joined the club and became an active member and supporter of anything related to old motorcycles. An avid hunter and military collector he was best known in the club for his generosity of free legal work for the AMCM for decades. He was well liked and fun to be with - we will all miss his presence. Ross Metcalfe Past President AMCM



Fourth from the left, Parker and his daughter on his '37 Knucklehead at the AMCM Corn Roast 1988-1989'ish. (far right is Ross with his two sons on the 36 HD)

Remembering Members Past.

Former AMCM member, and often-attendee of the AMCM Bison Rally, Steve Toth, passed away in 2020. Steve was a great friend of Jerry and Carla Stubbington's and usually attended the rally with them. The last few rallies, Steve was riding his white Moto Guzzi Spada.

His sons - Ryan and Matyas - contacted John Thompson to see if he could help with going through Steve's bike-related stuff. John and AMCM member Ron Nelson picked up the items and brought them back to John's for sorting and selling on the family's behalf. This included the Moto Guzzi and a BSA... and many bits and pieces! With the sale of the bikes and bits, the sons wanted to compensate JT for his work... however, John advised that perhaps donating through the club to our charity of choice would be better.

Matyas contacted me this past fall, and we chatted about the club's charity Spina Bifida and Hydrocephalus Association of Manitoba <https://www.sbham.ca> and about the Hesom family and their annual fundraiser for Evan's needs with the Bud, Spud event in Morden. Steve's family was working through settling affairs, and when the dust settled, they decided to provide a generous donation in Steve's name to the Hesom family. What lovely gestures, starting with JT's and Ron's kindness & help, and then with Steve's sons' generosity donating through the AMCM club that Steve enjoyed so much.



A younger Steve with his BSA



More recently Steve at a Bison Rally with former member Jim Reimer

Kim

MAGAZINE DONATION AVAILABLE FOR PURCHASE BY CLUB MEMBERS

The AMCM library received an interesting donation back in October 2020. Rollie Cook and his son in law coordinated the donation of 79 motorcycle related magazines with titles including Street Chopper, American Iron, Hot Bike and even a few Easy Riders. The publication dates range from 2000 to 2010. content is not directly classic or vintage motorcycle but bear with me while I make a case for accepting the donation with thanks.

A closer look at the 79 motorcycle magazines with a custom and chopper content actually does include significant vintage motorcycle content. Knuckle heads, Kick start Pan head Harleys, and some Norton's. Some of the automobile based magazines have regular sections on motorcycles be it new, vintage, or custom motorcycles.

The donation also came with a few interesting conditions The magazines were to be donated directly to the AMCM, for the benefit of the club, and required acceptance of a large collection of non-motorcycle topic magazines including Hot Rod, Classic Truck, Four Wheel Drive, Rod and Custom, Trucking etc. The final tally of the whole collection was 856 magazines.

We are allowed to sell the magazines and keep any proceeds for club purposes. The plan discussed and accepted by club executive in December 2020 is to offer the magazines to club members for purchase direct from the library. The price is \$1 per magazine to start. Any magazines left unsold at first offering will be auctioned at a club event and finally public auction. The magazines are in clean and good to very good condition with newsstand prices upwards to \$10 new. While I have attempted to describe the magazines available later, I (Dan Catte) would be happy to give more details by my phone or email available in the roster.

MOTORCYCLE MAGAZINES

STREET CHOPPER 2000-2012: American V-twins. Mainly extreme custom chopper style bikes but some close to original bikes or full restoration such as a 1965 panhead police bike restored to original era equipment. Knuckle heads, Pans, Shovels and Evos as well as S&S motors. Good technical articles on upkeep and upgrades to vintage motors. Surprising amount of vintage kick start vintage along with the Arlen Ness/Biker Buildoff era style. (38 issues available)

AMERICAN IRON MAGAZINE 2004-2014: “For People Who Love Harley-Davidsons”. A real enthusiast MOTORCYCLE magazine with vintage, custom, and new Harleys. Articles on riding, bike events, and technical topics. Very representative of Harley culture and maybe what we may recognise as the peak of the 100th anniversary generation. Actually quite an entertaining read. (12 issues available)

HOT BIKE 2003-2012: Another Harley Enthusiast publication focused on modern customs and upgrades. Builders like Donnie Smith and Billy Lane featured. Some technical content but mainly personalising your Harley with slip on pipes, seats, forward controls, and air cleaners. (9 issues available)

EASY RIDER 2007-2009: Bills itself as “The Largest Selling Motorcycle Magazine For Men”. Harley custom bikes, Bike week party coverage, and ladies. Centerfolds are still attached. (5 issues)

ASSORTED AMERICAN V-TWIN CUSTOM MAGAZINES: Barnett’s, V-TWIN, American Choppers, Cycle Source, Iron Works, The Horse, Hot Rod Bikes Note: There is a lot of value in this bunch, high quality magazines.(16 issues)

STREET ROD MAGAZINES

CAR CULTURE DeLuxe: One vintage custom British or American bike included in the feature list of most issues. One of my favorite high quality street rod magazines covering car shows, bonneville racers, gassers, and street rods. (25 issues)

Assorted Super Rod, Street Rodder, etc (44 issues)

CAR and TRUCK MAGAZINES

TRUCKIN 1990-2013 (163 issues), **SPORT TRUCK 1991-2009** (113 issues), **STREET TRUCK 2000-2013** (74 issues), **CLASSIC TRUCK 1998-2009** (55 issues), **CUSTOM CLASSIC TRUCK** (24 issues), **HOT ROD 1991-2001** (92 issues), **CAR CRAFT 1991-2001** (49 issues), **HOT RODDING 1981-1997** (37 issues), **SUPER CHEVY 1991-1999** (46 issues),

Submitted by Dan Catte from the Library

Did You Know

Attached is a photo of the founding members of "Speed Unlimited" the new club formed in 1939 by members of the MMC and WRMC

Their last meets were in 1940 as a lot of them went off to war. Joe Thompson had joined the Camerons and landed in Normandy in June 44

He was a Lieutenant involved in heavy fighting and was severely wounded resulting in the loss of his leg. His riding days were over.

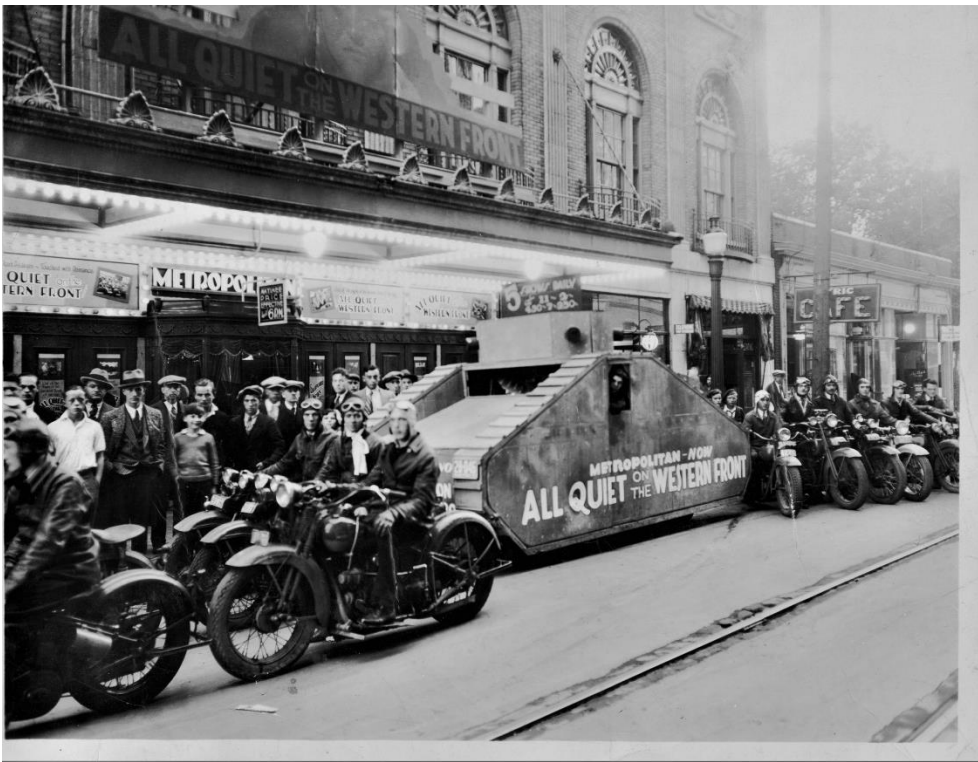
Left to right:--- Joe Thompson----King Slater----Ernie Buchanan----Red Corby----Ernie Carrier---Greg Anderson----Mel Bouchard---

Marshall



More great Manitoba history...This is an interesting story about a splinter club who broke away from the MMC in 1939..They all wanted to race and needed AMA certification so started their own racing club.. BUT almost all remained members of the MMC too. I was told by Marshall Lowen (Irv's Son) that over 75% had shipped out over seas during WW2 and the Club folded by 1940 because they were mostly all in Uniform and over seas... Interesting how many motorcycle clubs over the years were founded out of the MMC Cheers Ross

And more Pictures from the Past.



**This is a
picture at an
MMC movie
Premiere**

**Here is a photo of the MMC lined up in front of the HBC store before a
goodwill run on May 24, 1931**



Here's a couple pictures of the MMC club room in the basement of Brown & Winter



Initiating the new clubroom.
Harvey-Cece-Hud-Forbes-Vic-Art.



members are: L to R ---Harvey Battram----Cece Brown----Hud Graham----
Forbes Cruickshank----Vic Franklin----Art Lalonde



A photo of MMC Life
members taken in early 50's

Tiny is in the front row

Middle row L to R : Alex
Stewart, Walter (POP)
Cumbers (my Grandfather)
, ----?-----

Back row L to R : ---?----, Joe
Thompson(my Godfather),
---?----, ----?----, ----?----,
Irv Lowen(my Father), Bill
Burch

best regards, Marshall

P.S. If you recognise the unnamed members let us know

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

WANTED Older enduro motorcycles. Honda XL350 or Yamaha XT500 or similar. Whole bikes or parts are of interest. Also **WANTED** an exhaust system for CB350(4) 4 cylinder and KZ series KZ900/1000
Call or text Dan 204-223-5035

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 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 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

1978 Anniversary Shovelhead Electra Glide...

Sold new by HD Winnipeg.. Was in their showroom for years before Ted Hector and Innovation Cycle went thru it for me.. Excellent condition and we used it on 2 USA road runs, and the 115th Harley Reunion.. Have a couple new old bikes coming and need to make room 8K (PS John Burton used to own it at one time as well).. Call Ross 204-831-8165

Do you need an old 8mm film projector to review the old family films.. FREE to any member... must loan out to members if asked.. Was Len Hardy's, Barry's, Bob's and I'm done with it as well. Can't be sold must be gifted... .Ross 204-831-8165

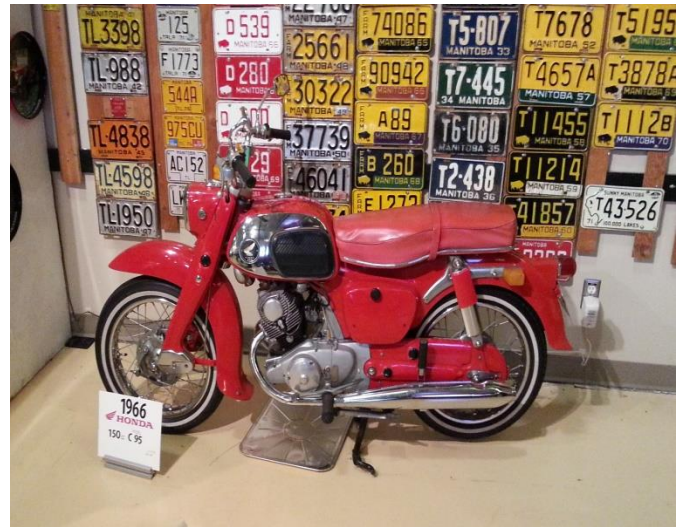
**Still need 3 Manitoba Motorcycle plates 1919, 1922 and 1927
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**I hope this is not a sign of the times, but the
2021 World of Wheels scheduled for April is
Cancelled... Due to Covid...**

SURVIVOR - 1966 HONDA C95

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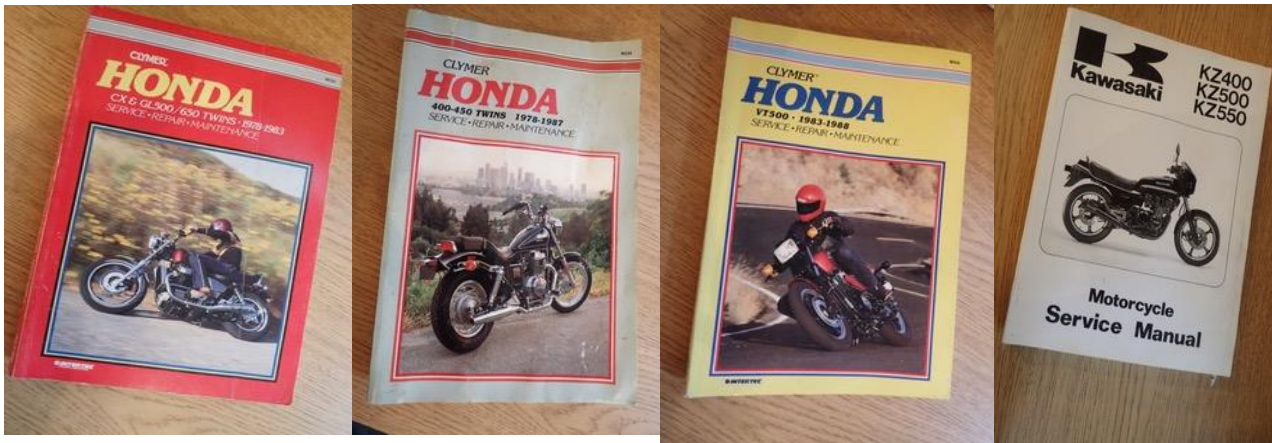
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Thank you and if any QUESTIONS

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



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

Virtual Zoom

Club Trivia:

We still have a mystery member.



**Who is this
active member**

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

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

April 16-18/21 **wow Cancelled...** Due to
Covid...

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.

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