



AMCM/MMC

Jan-Feb 2023

RUST 'N PIECES

Volume 46 No 1

Year of the Kawasaki 2023



Antique Motorcycle Club
of Manitoba Inc.

"Year of the Kawasaki"

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Mailing Address
PO Box 155 Grp 326 RR3
Selkirk MB R1A 2A8

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Good day my fellow AMCM'ers,

As I write this the temperature outside is -32 (feels like -41) and it's hard to imagine when we can ride again. Fear not, as the month of February is drawing to a close and the World of Wheels is near. To me this is the first sign of Spring as it pulls the motorcycles from their slumber to be put proudly on display for all to enjoy.

Soon after, April and May arrive with their cool mornings and warm days allowing us to enjoy our passions. Before you know it, the rally will be upon us and into full Summer we will head, wheel first.

I look forward to seeing all of you more and more as the weather improves and the events multiply.

Until then keep warm, check the website for the next event, and dream of your next ride.

Jeff McNaughton

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

The Kawasaki began in 1896.

Shozo Kawasaki established a company that began as a railroad, rolling stock, ship building and electrical generation plant builder.

In 1960 Kawasaki signed an agreement to take over Meguro motorcycles, a major player in the nascent Japanese motorcycle manufacturing business. Meguro is one of the only Japanese companies making a 500cc bike. In England and the UK, Meguro's 500 – which bears a strong resemblance to the BSA A7 – is derided as a cheap copy. But in fact, it is a pretty high-quality bike.

In 1961 the first full motorcycle was produced a B8 125 two-stroke. And in 1962 A series of the two-stroke models from 50-250cc is released. These motorcycles gradually made their way into the US market and in 1966 Kawasaki made a 650 W1 which was the biggest bike made in Japan at this time. It's inspired by the BSA-A10. Over the next few years it will get twin carbs, and high pipes for a 'scrambler'

In 1969 Kawasaki won its first World Championship, in the 125cc class, and the striking Kawasaki H1 (aka Mach III) a 500cc three-cylinder two-stroke is released. The motor is very powerful for the day. It's one of the quickest production bikes in the quarter-mile. The Mach III establishes Kawasaki's reputation in the U.S. (In particular, it establishes a reputation for powerful and somewhat antisocial motorcycles!)

Over the next few years, larger and smaller versions of the H1, including the S1 (250cc) S2 (350cc) and H2 (750cc) will be released. In 1973 The first new four-stroke since the W1 is released. It's worth the wait. The 900cc Z1 goes one up on the Honda 750 with more power and double overhead cams. In 1978 Kawasaki's big-bore KZ1300 is released. Kawasaki's specification includes water cooling and shaft drive. To underline the efficiency of the cooling system, its launch is held in Death Valley. Despite its substantial weight, journalists are impressed.

Kawasaki introduced the Concours in 1986, based on their Ninja 900 and Ninja 1000R models. Key differences between the Ninja 1000R and the ZG1000 included 32 mm instead of 36 mm carburetors, less aggressively ramped cams, shaft drive, front and rear sub-frames, hard luggage, and full fairing. The Concours was introduced into the USA the year after the slightly faster (137 mph) BMW K100LT at less than two-thirds the price of the BMW machine. Both bikes were tested by the magazine *Motorcyclist*, which came out in favor of the Kawasaki concluding that it was "the most practical, useful and competent motorcycle made" and "superior to the BMW in almost every aspect imaginable. From 1986 to 1993 the design was largely unchanged aside from modifications to the screen, handlebars and other very minor changes. In 1994 Kawasaki updated the instrument cluster, forks, controls, front fender, front brakes, and the front wheel. From 1994 to 2006, the design again experienced only minor changes: fork protectors and exhaust tips. As the Concours first generation endured with few revisions, experienced mechanics and used parts are readily available.

FILM NIGHT!!!!

What would a January be without a visit to the Save The Rust museum . With the new year starting it's one of the first activities for the AMCM/MMC. Keith opened his home to the members.



Through the evening we were privileged to watch a 45 Harley frame straightening demonstration . Possibly the only one like it in Canada.





Pizza and other snacks were provided. No one went hungry..

I enjoyed looking at the projects..



We had two celebrities there, can you guess who...

They claim they were the best dressed people there....



In 2020 Keith's museum was a feature in the spring addition of Revolution Magazine. That's impressive. If you didn't make it, you missed out on a great evening.

I'll see you there next time..

World of Wheels: March 24,25, and 26...

The return of World of Wheels is going to be a very special event and one to remember.



Ross Metcalfe will be inducted into the Manitoba Motorsports Hall of Fame on Saturday March 25th at the RBC Convention Centre in the presentation theatre on the second floor at 4:00.

This is long overdue.

Oh, we had great plans back in 2020. Ross had just completed a 15 year restoration of his extremely rare 1911 Harley Davidson. The Dunlop trophy which dates back to 1911 that was pulled from the ashes of the old MMC clubhouse has been restored to its original glory.



Thanks to a team effort and the woodworking skills of David Prichard, the trophy was ready to be revealed to the public. Also, in 2020 we featured Ross riding his 1911 Harley on our Bison Rally T-shirts. Our plan back then involved proudly celebrating it all together and at the same time promoting the AMCM and our Bison Rally at the 2020 World of Wheels.



Well, this is our time now and it's three years overdue. We will have a club display including the Dunlop trophy, Ross's 1911 Harley, and up to six club members' vintage bikes. We look forward to signing up some new members and reconnecting with any that lost contact now that things are back to normal again. Hope to see a

few 2020 Rally Bison Rally shirts in the crowd when Ross gets his well-deserved [golden ticket](#).

Ken Charleton – Vice president

Another (embellished but based on real trips) Road Story

The Legend and myself walked out of a restaurant somewhere in central Idaho. I say “somewhere” because we were following my GPS on which I had set one “avoidance” as major highways. This setting, in the past, did allow for some scenic adventures on some beautiful lesser known roads in rural America. In some cases, not roads so much as cow-paths. In any event, as usual, neither of us had any clue where we were. Only that our destination was Cave Junction, Oregon.

An old rancher in a ten gallon hat walked out behind us. “Nice evening to ride.” He stated. “Where you fellers heading?” We told him we were continuing Southwest up this highway for the moment. He suddenly seemed amused and said, “up through the pass? At this time of day and year? Okaaaaay,” he stated flatly, and walked away shaking his head. His attitude stirred misgivings which I felt deep in the pit of my stomach. I glanced at The Legend, but he appeared deeply immersed in extricating a chunk of earwax from his left ear using his pinkie, and showed no concern about the conversation, if he was listening at all. Well, I certainly was not going to be the one to wuss out, so we geared up, started our vintage motorcycles, and took off like fat old bats out of hell.

We had been riding through a beautiful winding mountain road, climbing ever higher, surrounded by forest with the evening sunlight glowing through the leaves above us. The temperature was near perfect, we had not seen one other vehicle, and I was in the glorious zen mental state achieved after riding all this superb day, and looking forward to a whiskey, supper and bed, and repeating the adventure the next day. This is when I saw The Legend suddenly weave in his lane ahead of me. His head looked downward as the weave worsened. He got the motorcycle over to the side of the road safely, I pulled up behind, and we both gazed despondently at his flat rear tire.

No big deal. We live in an era of cell phones. Just need to google the closest motorcycle shop and a flatbed tow truck. We pulled out our cell phones only to see the dreaded “no signal” in the top corner. It would be getting dark soon. It was turning cloudy and colder. We discussed the situation and it was decided that I would ride back in the direction we came as we had no idea how far to civilization ahead of us. I figured on getting back to the restaurant, calling CAA with Jim's card, (there is a whole story there, but that's another story), then getting back within 90 minutes or so to wait for a tow truck.

I set off, leaving The Legend behind. Both of our fates now separate and me with the gnawing sensation in the pit of my stomach getting worse, like a gerbil gnawing at my lower intestine.

Success. I made it back to wait with The Legend for our eventual succour in the form of a flatbed truck. It is now near dark, noticeably colder at this elevation and rain (or sleet) (or snow) seemed threatening. I momentarily decided I would start a diary at this point just on the off chance that if (when) our bodies are found on this remote mountaintop, the world would know of our last moments.

7:48 PM

I am debating broaching the subject of our dire situation with The Legend. He is in many ways a simple and naive man. He appears entirely unconcerned about the circumstances of our latest (and likely final) expedition. He is happily sitting in his little tripod stool, and gazing happily off into the night and fog shrouded forest, relaxed as the Dalai Lama in a deep state of meditation. I realize I will need to take charge if salvation is to be upon us. A tear rolls slowly down my cheek as I realize the full weight of responsibility thrown on my shoulders. The very life of my friend and myself is dependent on my strength and my sanity.

8:14 PM

I decided earlier to hold off sharing my opinion with my compadre. I don't wish to scare him as he is not as strong mentally as I. Instead, I decided to do something practical. I have decided to venture off into the forest to collect berries, roots and moss to use as potential sustenance should it become necessary. On leaving our temporary campsite I mentioned to Jim that, like I am doing, he might consider storing his urine for drinking purposes in the future if our circumstance worsens.

8:39 PM

I am covered in scratches, mud, bruises, and poison ivy. I did not find any nourishment, and only managed to tumble into a ravine with a leech filled swamp at the bottom. Soaking wet, and with shaking hands and a shivering body, I indomitably persist and clumsily assemble my tent in the cold dark night. The Legend has his tent neatly set up, and the fool is seated comfortably in front without a care in the world. I see he has not collected urine stores either. I remind him of the importance of the urine storing thing, but he seems set on avoiding conversation or even eye contact. I can only wonder how much longer until he cracks...our future clearly depends only on myself.

9:17 PM

Well. I knew it! It has happened. Jim has now experienced a full mental break with reality and has become violent. I huddle shivering in my tent and nursing a black eye. I hold little hope for us now. Jim's degeneration and the environmental conditions outside preclude any chance of salvation. It happened when I wandered over to his tent and logically suggested that based on the wind and sleet and cold, it might be best if I entered his tent and we slept "spoon fashion" in order to retain body temperature. He immediately began punching and screaming "get out of my tent and leave me alone you idiotic psycho!" For posterity, I hold nothing against the poor weak-willed man... the bleak fortune experienced here would drive any man into sheer madness. I shall persist...

9:53 PM

I grow weak with thirst and hunger. I selfishly drank my entire urine stores thinking that by keeping myself fortified only a little longer, I could perhaps yet save us both! Now I agonize over not sharing as I have likely condemned my dear friend to a slow cruel death by dehydration. I only hope that upon reading this, the world will forgive, and judge my heroic efforts in light of the circumstances that befell us.

9:58 PM

The tow truck arrived!!!!

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

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 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

Alazzurra for sale Asking price \$4,000 email Paul Downie at- pauldownie@shaw.ca or call 204-783-8255

See attached dropbox file for photos and details of the bike

<https://www.dropbox.com/sh/2rg22u171df4jk2/AAATkMAXOPjwMq8Yt8n4zyjea?dl=0>

1962 Triumph Tiger T100SS for sale - \$7,900

- Owned since 1975
- Upgraded 1970 Dayton engine
- Side panels (left side original ignition switch) are included, but have not been installed
- Upgraded Pazon electronic ignition
- Fully rewired
- Bike is in great shape and runs well
- Instruction Manual & Replacement Parts Catalogue
- Misc parts including original 62 engine (which will require repair) is included in the purchase.
- More pictures available upon request

Contact

Gordon Noakes

VE4GEN@gmail.com



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

WTB Honda CB77 or CB450 project. Would prefer something relatively complete but in need of some TLC. Title is a bonus but not a dealbreaker.

WTB 1960s Aermacchi parts. Have a questionable engine, frame and various bits for a '67- 250 sprint. Looking to make a running rat-racer, not something for the Trail.

Contact Leif Larsen the new club secretary.

larsen.leif@gmail.com

Richard Peters is doing leather work
If you want any handmade leather items just give him a call.
431-774-3769 or email at

Petersrichard47@gmail.com

Buy Sell or trade.

Old oil cans wanted for garage display. I collect old quart oil cans and tins. I'm always hunting for ones I don't have or upgrading. Any condition real rusty or size of can wanted. Oil Antifreeze or additives. Anything old and displayable.

Thanks Craig Kraft. Kraftycraig@hotmail.com or call 204-619-4393



For sale 1961 Honda Super Cub. \$1000
For sale 1964 Honda Baby Dream (150 cc). with parts bike. \$1500.
Both bikes in nice original shape, haven't run for several years, but would go with minor TLC.
Contact Denis Robidoux 204-391-4014

Wanted: Parts for 1970-74 Harley Baja 100
Please contact Jim Moore
(204) 467-5637
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Meetings at 7:30 p.m. LAST Tuesday of the month

At Jim's Vintage Garage 5353 Portage Ave. West,

Headingley Manitoba

ANTIQUÉ MOTORCYCLE CLUB OF MANITOBA INC (est. 1977)
2023 MPI REGISTRAR SANTIIONED RIDE LIST for use with MB Vintage plates

*****SPECIAL COVID-19 NOTE – Any event may be postponed or cancelled in order to comply with the Federal and Provincial guidelines for the coronavirus/COVID-19 Pandemic.
No AMCM event or gathering will be held that is in violation of these important guidelines
NO EXCEPTIONS**

Club Meetings (last Tuesday of each month at Jim's Vintage Garages, Headingley): Apr 25, May 30, Jun 27, Jul 25, Aug 29, Sep 26, Oct 31

“The Moto Social” community awareness meeting – Last Wednesday of the month (May 31, June 28, July 26, August 30, September 27). Locations predetermined by the Moto Social two weeks prior and found a www.themotosocial.com/winnipeg

May 7 -Show and Shine events listed by the MAAC calendar then on to the Pony Corral on Grant Ave (repeated Sundays up to end of October). Lunch prior to.

– Sadie Grimm coffee and ice cream ride celebrating women in motorcycling (repeated Wednesdays up to end of October)

May 6 – Coalition of Manitoba Motorcycle Groups (CMMG) Safety Awareness Gathering – Manitoba Legislative Grounds

– “Club Garage Hop”, locations and routes to be emailed to group (repeated Fridays up to end of October)

– “President's Lunch Run”, routes to be provided (repeated Saturdays up to end of October)

– Manitoba Motorcycle Club (MMC) 1911 Heritage Run

May 21 – Distinguished Gentlemen's Ride-classic & vintage style motorcycles unite for men's health: www.gentlemansride.com

May 27 – “Manitoba Motorcycle Ride for Dad” prostate cancer awareness fundraiser

June 3 - AMCM Conquering Perimeteritis: Spina Bifida Fundraiser BBQ at Chas Peters, 790 Gilmour Street, Morden

– Sadie Grimm Fundraising Ride

June 17 – AMCM Father's Day Weekend Run and Bike Display at High Tea Bakery, 2103 Portage Ave., Winnipeg

July 1-3 – AMCM's 23rd Annual Bison Rally, Ste. Agathe, MB

August 19 - AMCM's 44th Annual Corn Roast at the Choquette farm in East Selkirk

– AMCM Annual Tiddler Run,

– Beausejour “Shades of the Past” Classic Car and Motorcycle Show

August 27 - Morden Corn & Apple Festival display at the Hot Rods & Harleys event

– “Patch it Forward” Suicide Awareness Ride

September 16 - Spina Bifida fundraising tour; "The Fishing Trip" to Gimli – Departs Esso Gas Station Stonewall, MB

Please note: fund-raising rides such as Breast Cancer Pledge Ride will be eligible for the MB Vintage Plate for a single date if available in 2024. This Ride List will be updated accordingly with that single date once issued.



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As seen in American Motorcyclist & AMCA magazine

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SPECIAL BIKE SHOWS!

THURSDAY:

"Trike & Sidecar Extravaganza" Sidecar & Trike Day & Show all sidecars and trikes get in FREE!

FRIDAY:

"British & European Bike Day & Show" all European bikes in FREE!

SATURDAY:

"Giant Antique and Cafe Racer Bike Day & Show" all stock '84 and older get in FREE!

SUNDAY:

"free car cruise in" all makes and models welcome



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