



AMCM/MMC

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RUST 'N PIECES

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THE MARQUEE

2024



Antique Motorcycle Club
of Manitoba Inc.

2024 Year of the **A-BS-D-FB-V-RE-J-M**

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Fellow two and three wheelers,

Fall is here, the leaves are changing, and the cooler weather requires warmer gear. We've had a great summer and saw some very cool bikes. The great thing about all our events is that we often see something we've never seen before. Different manufacturers, sizes, varieties, levels of restoration, the sights are always changing.

Often, we'll see a motorcycle we've seen before and this time we see something different. Talking with the owner we learn something new. Personally, I was at a member's house and saw a motorcycle that I had seen before yet somehow had failed to notice its age. This year that motorcycle turned 100 years old. We often see so many special motorcycles that we assume everyone does.

Next time you are at an event remember we are lucky to see all the unique motorcycles and the people who ride them.

Remember November is election month and December is our Christmas dinner. We are always looking for new board members.

Cheers,

Jeff

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

This years Marquee is something different. It's not just one motorcycle, but a combination of many. One-of-a-kind designs where people use their names or initials as the Brand. Some ahead of their time. Britain, the United Kingdom, or England whatever you call it, the small island nation has produced some of the most legendary brands and famous motorcycles in history. No other nation has influenced the motorcycle world as much. Below is a list of motorcycles that could qualify for this years Marquee,

AJS A. J. Stevens & Co. Ltd was a British automobile and motorcycle manufacturer in operation from 1909 to 1931. The company was founded by Joe Stevens in Wolverhampton, England. After the firm was sold, the name continued to be used by Matchless, Associated Motorcycles and Norton-Villiers on four-stroke motorcycles till 1969, and since the name's resale in 1974, on lightweight, two-stroke scramblers and today on small-capacity roadsters and cruisers. The company held 117 motorcycle world records.

AJW Motorcycles AJW Motorcycles Ltd was a British motorcycle manufacturer, established in Exeter in 1928. The last AJW motorcycle produced was the 125 cc Fox Cub in 1953, after which AJW began importing Italian two-stroke Wolfhound motorcycles with AJW badges. They also produced bikes in the 1970s such as the "Champion", the "Whippet", the "Pointer" and the "Collie".

Ambassador Motorcycles Ambassador Motorcycles is a British motorcycle manufacturer. Founded by racer Kaye Don after World War II, the company produced lightweight motorcycles with Villiers and JAP engines and imported Zundapps from Germany. Production started in 1947 with 197 cc Villiers-engined bikes. In 1953 a model was produced with electric starters and the first Ambassador twin appeared in 1957.

Ariel Motor Company Ariel Motor Company Ltd is a low-volume performance motor vehicle manufacturing company in Crewkerne, in Somerset, England. In June 2014, the company announced the new Ariel Ace motorcycle. Powered by a Honda 1237cc V4 engine and gearbox, the bike will be produced from 2015 in similar volume levels to the existing car-based products.

Associated Motor Cycles--Associated Motor Cycles (AMC) was a British motorcycle manufacturer founded by the Collier brothers as a parent company for the Matchless and AJS motorcycle companies. It operated from 1938 to 1966. The company is known for their predictable handling, comfortable, well-made, reliable and economical motorcycles, for their day.

Armstrong--Armstrong-CCM Motorcycles was a British motorcycle manufacturer based in Bolton, England. Alan Clews formed CCM in 1971 from what was left of BSA's off-road competition team and bought spares to produce his own motorcycles. In 1981 Armstrong bought a majority share and Clews designed a road race competition motorcycle. For most of the 1980s Armstrong-CCM produced

about 3,500 motocross and trail bikes, as well as the military off-road machines. Electric start models were built for the Jordanian and Canadian armed forces.

Beardmore Precision--Beardmore Precision Motorcycles was a British motorcycle manufacturer. The original Precision company was set up by Frank E. Baker in Birmingham, and quickly established a reputation for performance motorcycle engines, supplying Haden, and Sun Motorcycles. The company operated from 1914 to 1930.

Blackburne-- Blackburne was a trade name of Burney and Blackburne Limited a British manufacturer of motorcycles from 1913 to 1922 at Tongham near Farnham, Surrey. They were also a major supplier of engines to other motorcycle and light car makers and continued to make these until 1937. Burney and Blackburne also made small aircraft engines.

Brough Motorcycles--Brough Motorcycles were made by William E. Brough in Nottingham, England, from 1902 to 1926. The first Brough motorcycle was built in 1902, and had a single cylinder engine hung from the downtube. By 1908 there were a range of models with 2.5 hp and 3.5 hp single cylinder and 5 hp V-twin engines. By 1912 there was a 6 hp V-twin, and an 8 hp engine was also made intended for use in the Brough Monocar.

Brough Superior--Brough Superior motorcycles, sidecars, and motor cars were made by George Brough in his Brough Superior works on Haydn Road in Nottingham, England, from 1919 to 1940. The motorcycles were dubbed the "Rolls-Royce of Motorcycles" by H. D. Teague of The Motor Cycle newspaper. Approximately 3048 motorcycles (19 models) were made in the 21 years of production; around a third of that production still exists.

Calthorpe Motor Company--The Calthorpe Motor Company based in Bordesley Green, Birmingham, England made a range of cars, motorcycles and bicycles from 1904 to 1932. The company started producing motorcycles in 1909. In the late 1920s, the company launched a new range under the sub-brand of Ivory Calthorpe. Using a self-produced single-cylinder sloper-design engine, the engine was similar in proportions and output to contemporary BSA units.

Cheney Racing--Cheney Racing is a British motorcycle manufacturer, founded by Eric Cheney, based in Petersfield, Hampshire which builds complete specialist high performance motocross motorcycles, rolling chassis or frame kits to individual customer specifications.

Clews Competition Motorcycles--Clews Competition Machines (CCM) is a British motorcycle manufacturer based in Bolton, England. CCM was founded in 1971 by Alan Clews and gained notability for producing specialized BSA powered motocross machines. The company has produced a variety of motorcycle models over its history using a variety of engine suppliers including; Rotax, Suzuki and Kymco.

Clyno--Clyno Engineering Company, later Clyno Engineering Company (1922) Ltd, was a motorcycle and car manufacturer that operated in Thrapston from 1909 to 1910 and then in Wolverhampton from 1910 to 1929. During this time they produced over 15,000 motorcycles and between 36,000 and 40,000 cars, at one point becoming Britain's third largest car manufacturer.

Cotton Motor Company--The Cotton Motor Company, was a British motorcycle manufacturer founded by Frank Willoughby Cotton in 1918. F.W. presided over the company until his retirement in 1953. The company was known for producing motorcycles using their patented triangulated frame.

Coventry-Eagle--Coventry-Eagle was a British bicycle and motorcycle manufacturer. Established as a Victorian bicycle maker, the company began under the name of Hotchkiss, Mayo & Meek. The company name was changed to Coventry Eagle in 1897 when John Meek left the company. By 1898 they had begun to experiment with motorised vehicles and by 1899, had produced their first motorcycle. The motorcycles were hand built from components and finished carefully, Coventry-Eagle motorcycles proved reliable and by the First World War the range included Villiers Engineering and JAP engines.

Dot Cycle And Motor Manufacturing Company--The Dot Cycle and Motor Manufacturing Company was established by Harry Reed in Salford, Lancashire, a city near Manchester, England, in 1903. By 1906 they had built their first motorcycle, using a Peugeot engine. Dot Motorcycles were a northern manufacturer founded by Harry Reed in the pioneering days of motorcycling, famed for a succession of sporting machines which gave many a clubman the opportunity to ride on a competitive basis with every prospect of success.

Douglas--Douglas was a British motorcycle manufacturer from 1907–1957 based in Kingswood, Bristol, owned by the Douglas family, and especially known for its horizontally opposed twin cylinder engined bikes and as manufacturers of speedway machines. The company also built a range of cars between 1913 and 1922.

EMC Motorcycles--EMC Motorcycles or the Ehrlich Motor Co was a British motorcycle manufacturer. Based in Isleworth, the business was founded by Joseph Ehrlich who emigrated to the United Kingdom from Austria in the 1930s. A specialist engine tuner, Joe Ehrlich made unique two-stroke motorcycles. EMC stopped mass production in 1952 but Ehrlich used his knowledge of German technology to re-engineer the DKW Rennsporte Ladempumpe production racers, which he developed as one-off EMC racing bikes and won several events over the next 25 years. The EMC 125 cc racer was considered among the fastest of its size in the early 1960s.

Excelsior Motor Company--Excelsior, based in Coventry, was a British bicycle, motorcycle and car maker. They were Britain's first motorcycle manufacturer, starting production of their own 'motor-bicycle' in 1896.

Francis-Barnett--Francis & Barnett Limited was an English motorcycle manufacturer founded in 1919 by Gordon Inglesby Francis and Arthur Barnett and based in Lower Ford Street, Coventry, England. Early motor cycles were affectionately known as 'Franny B'. Motorcycles were produced for enthusiasts and were reasonably affordable for citizens for use as general transport.

Greeves---Greeves Motorcycles was a British motorcycle manufacturer founded by Bert Greeves which produced a range of road machines, and later competition mounts for observed trials, scrambles and road racing. The original company produced motorcycles from 1952, funded by a contract with the Ministry of Pensions for their Invacar, a three-wheeler for disabled drivers.

Hesketh Motorcycles--Hesketh Motorcycles is a British motorcycle manufacturer, initially based in Daventry and Easton Neston, Northamptonshire, England. The project was inspired by Lord Hesketh, who planned to revive the failing British motorcycle industry and at the time had a background of F1 racing being the last private team to win a Formula One Grand Prix, with James Hunt at the wheel. Lord Hesketh wanted to use the skills and facilities built up in that pursuit to greater effect and production of a quality motorcycle was born. The Hesketh motorcycle was developed on the Easton Neston estate, with the prototype running in the spring of 1980 using a special Weslake engine.

Haden--A.H. Haden Motorcycles was a British motorcycle marque from Birmingham. Haden was originally a bicycle-making business in Hockley, Birmingham, begun in the late 1880s, after the safety bicycle was introduced. The Haden marque was best known from 1912–1924. The main motorcycle was marketed under the Haden name as the "New Comet", and it was a long-standing independent brand. It used parts from Villiers, PeCo, JAP, Precision, and Climax, and was entered in the Isle of Man TT races in 1920 (10th place) and 1921.

HRD Motorcycles--HRD Motors Ltd was a British motorcycle manufacturer in the 1920s. It was founded by Howard Raymond Davies. He had worked in motorcycling, and had raced with some success in the mid-twenties, but often not finishing due to unreliability. This inspired him to build a reliable performance motorcycle, using the advertising slogan "Built by a rider". Others also aimed at a similar market, like George Brough of Brough Superior motorcycles.

Ivy--Ivy was a motorcycle manufacturer between 1907 and 1934 in Birmingham, England. It was run by various brothers from the Newman family. Ivy built about 6,000 motorcycles of various models. Most used two-stroke engines made by either J.A.P. or Precision, but there were also 225cc and 296cc engines designed and manufactured by Ivy. The company was heavily involved in motorcycle racing, with several of the Newman brothers entering races themselves.

James Cycle Co--The James Cycle Co Ltd., Greet, Birmingham, England, was one of many British cycle and motorcycle makers based in the English Midlands, particularly Birmingham. Most of their light motorcycles, often with the

characteristic maroon finish, used Villiers and, later, AMC two-stroke engines. James were prolific bicycle and motorcycle manufacturers from 1897 to 1966. The company was taken over by Associated Motor Cycles in 1951 and combined with Francis-Barnett in 1957. In 1966 the company became one of the many British motorcycle companies forced out of business by Japanese competition.

Levis--Levis motorcycles (1911–1940), manufactured by Butterfields Ltd of Birmingham, England were for many years one of England's leading marques of two-stroke motorcycle. Levis built two-stroke machines from 1911, adding a line of four-strokes in 1928, which ran to 1941 when production ceased.

Megelli Motorcycles--Megelli Motorcycles is a British motorcycle manufacturer, which made its debut at the Milan EICMA exhibition in November 2007. Megelli motorcycles was founded by the Managing Director of Sports and Leisure Direct UK Ltd, Barry Hall, who previously specialised in off-road Aeon all-terrain vehicles, mini bikes and pit bikes. The Megelli range is currently sold in 37 countries in Europe, Asia, Australia, Africa, North America and South America.

Métisse Motorcycles--Métisse Motorcycles is a British low-volume manufacturer of specialist motorcycles and motorcycle frames, based in Carswell near Faringdon, Oxfordshire. Since 1982 Métisse produced motorcycle frame kits for British bike engines. Former owner Pat French bought the tooling originally used by the Rickman brothers (who produced the first Mk1 Metisse in 1959) to produce lightweight, strong frames and rolling chassis for competitive motocross use. Métisse now manufactures complete motorcycles, usually using bought-in cycle parts and engines, although the recent Mk5 is fitted with Métisse's own 997 cc (60.8 cu in) air & oil-cooled 360° parallel twin engine.

Martinsyde--Martinsyde was a British aircraft and motorcycle manufacturer between 1908 and 1922, when it was forced into liquidation by a factory fire. Martinsyde began manufacturing motorcycles from 1919 after buying the rights to engine designs by Howard Newman, which included a 350 cc single and a 677 cc V-twin with an unusual exhaust-over-inlet layout. Martinsyde motorcycles were offered with sidecars and the Martinsyde 680 was followed by a 500 cc model in 1920, with a sports version in 1921. In 1922 Martinsyde produced a 738 cc sports V-twin, named the Quick Six which produced 22 horsepower (16 kW) and was capable of 80 miles per hour (130 km/h).

Matchless--Matchless is one of the oldest marques of British motorcycles, manufactured in Plumstead, London, between 1899 and 1966. A wide range of models was produced under the Matchless name, ranging from small two-strokes to 750 cc four-stroke twins. Matchless had a long history of racing success; a Matchless ridden by Charlie Collier won the first single-cylinder race in the first Isle of Man TT in 1907.

New Hudson Motorcycles--New Hudson Motorcycles was a British motorcycle manufacturer. Founded in 1903 by George Patterson in Birmingham, their first

motorcycle was produced in 1902 but was unsuccessful. The New Hudson range expanded between 1910 and 1915 using JAP engines, then the factory joined the war effort until 1919. In 1927 Bert le Vack broke the 100 miles per hour (160 km/h) record at Brooklands on a 500 cc New Hudson. The firm stopped motorcycle production in 1932 and changed their name to Girling Ltd – which still exists as a brake-component company.

New Imperial Motors--New Imperial was a British motorcycle manufacturer founded by Norman Downes in Birmingham, between 1887 and 1901, and became New Imperial Motors Ltd in 1912, when serious production commenced. New Imperial made innovative motorcycles that employed unit construction and sprung heel frames long before they became commonplace, and were moderately successful in competition. The 1920s were a financially successful decade, enabling the innovations of the 1930s that fought decline.

Norman Cycles--Norman Cycles was a British bicycle, autocycle, moped, and motorcycle manufacturer in Ashford, Kent, England. The company and its products are remembered today by the Norman Cycles Club at Willesborough Windmill, in Willesborough, Ashford. The Norman museum is in the Windmill's barn and displays some of the company's mopeds and bicycles.

Osborn Engineering Company--Osborn Engineering Company was a British manufacturer of motorcycles, which sold its machines under the OEC brand name. The company was founded by John Osborn in 1901, producing Minerva engined bikes. Later machines used a variety of engines from companies such as Blackburne, and JAP. In 1927 OEC introduced its first bike with the duplex steering system. The most famous model produced by the firm was the OEC Commander introduced in 1938, with a 500 cc single-cylinder Matchless engine and duplex steering.

OK-Supreme--OK-Supreme was a British motorcycle manufacturer from 1899 to 1939 located in Birmingham. Grass-track racing versions of the machines continued to be available until 1946.

Phelon & Moore--Phelon & Moore manufactured motorcycles in Cleckheaton, Yorkshire, England from 1904 to 1967 particularly those under the Panther marque. They became identified with one particular design of motorcycle which had a large sloping 40-degree single-cylinder engine as a stressed member of the frame. This design spanned the entire history of the company, starting with a 500 cc model and ending with a 645 cc model.

Premier Motorcycles--Premier Motorcycles were British motorcycles manufactured by a business founded as a bicycle manufacturer by W. H. Herbert and William Hillman in 1876. Their first motorcycle was produced in 1908, with a White & Poppe side-valve engine and Chater-Lea front forks. They made their first V-twin in 1909, followed by a 499 cc single-cylinder machine in 1910. The business changed its name to "The Premier Cycle Company (Coventry Premier Ltd.)" in 1914.

Quadrant--Quadrant was one of the earliest British motorcycle manufacturers, established in Birmingham in 1901. Famous for their big singles, Quadrant pioneered many innovations that proved important for motorcycle development but struggled after the First World War and the company was wound up in 1928.

Raleigh Bicycle Company--The Raleigh Bicycle Company is a British bicycle manufacturer based in Nottingham, England and founded by Woodhead and Angho in 1885. Using Raleigh as their brand name, it is one of the oldest bicycle companies in the world. In 1899, Raleigh started to build motorcycles and in 1903, introduced the Raleighette, a belt-driven three-wheel motorcycle with the driver in the back and a wicker seat for the passenger between the two front wheels. Financial losses meant production lasted only until 1908.

Rickman Motorcycle--Rickman Motorcycles was a British, independent motorcycle chassis constructor established by brothers Derek and Don Rickman. The firm manufactured motorcycles from 1960 through to 1975.

Royal Enfield--Royal Enfield was a brand name under which The Enfield Cycle Company Limited of Redditch, Worcestershire sold motorcycles, bicycles, lawnmowers and stationary engines which they had manufactured. Enfield Cycle Company also used the brand name Enfield without Royal. The first Royal Enfield motorcycle was built in 1901. The Enfield Cycle Company is responsible for the design and original production of the Royal Enfield Bullet, the longest-lived motorcycle design in history.

Rudge-Whitworth--Rudge Whitworth Cycles was a British bicycle, bicycle saddle, motorcycle and sports car wheel manufacturer that resulted from the merger of two bicycle manufacturers in 1894. Rudge motorcycles were produced from 1911 to 1946. The firm was known for its innovations in engine and transmission design, and its racing successes. Their sales motto was "Rudge it, do not trudge it."

Scott Motorcycle Company--The Scott Motorcycle Company was owned by Scott Motors (Saltire) Limited, Shipley, West Yorkshire, England and was a well-known producer of motorcycles and light engines for industry. Founded by Alfred Angus Scott in 1908 as the Scott Engineering Company in Bradford, Yorkshire, Scott motorcycles were produced until 1978.

Silk Engineering--Silk Engineering was a private motorcycle manufacturer that existed only between 1976 and 1979. Originally Silk Scott Services, from 1970 to 1975 founder George Silk ran a specialized repair and servicing company for the Scott Squirrel and later bikes, propelled by a durable and power-dense 2-stroke, water-and-air cooled Scott 500cc engine. Silk Engineering was formed in 1976 to develop and produce their own, more powerful 653cc 2-stroke twin. This was used in the Silk 700S, a "racing sport" bike which was the most expensive motorcycle of its day in 1976 at £1,355. After only 3 years, the company went defunct after it ran out of funds, having lost an average of £200 to £300 per bike sold.

Singer Motors--Singer Motors Limited was a British motor vehicle manufacturing business, originally a bicycle manufacturer founded as Singer & Co by George Singer, in 1874 in Coventry, England. Singer & Co's bicycle manufacture continued. From 1901 George Singer's Singer Motor Co made cars and commercial vehicles.

Sprite--Sprite was an historical British brand of off-road motorcycle, built by Frank Hipkin, of Hipkin & Evans, trading as Sprite Motor Cycles, initially at Cross Street, Smethwick, Birmingham and later by Sprite Developments Ltd., Halesowen, Worcester (1965–1971). The Sprite slogan was “Built by riders—for riders”.

Sun--The Sun Cycle & Fittings Co. Ltd. was an English manufacturer of motorcycles, mopeds and bicycles. The company was based in Aston, Birmingham. The company was founded as James Parkes & Son, a brass foundry producing lamp fittings and various other products. In 1885 the company started to manufacture frames and fittings for the bicycle trade. In 1897, the company became The Sun Cycle & Fittings Company Limited, and around the same time began making its own bicycles. The first Sun motorcycle was produced in 1911.

Sunbeam Cycles--Sunbeam Cycles made by John Marston Limited of Wolverhampton was a British brand of bicycles and, from 1912 to 1956 motorcycles. Sunbeam Cycles is most famous for its S7 balloon-tired shaft-drive motorcycle with an overhead valve in-line twin engine.

Velocette--Velocette is a line of motorcycles made by Veloce Ltd, in Hall Green, Birmingham, England. One of several motorcycle manufacturers in Birmingham, Velocette was a small, family-owned firm, selling almost as many hand-built motorcycles during its lifetime, as the mass-produced machines of the giant BSA and Norton concerns. Renowned for the quality of its products, the company was “always in the picture” in international motorcycle racing. Veloce, while small, was a great technical innovator and many of its patented designs are commonplace on motorcycles today, including the positive-stop foot shift and swinging arm rear suspension with hydraulic dampers. The business suffered a gradual commercial decline during the late 1960s, eventually closing in February 1971.

Villiers Engineering--Villiers Engineering was a manufacturer of motorcycles and cycle parts, and an engineering company based in Villiers Street, Wolverhampton, England.

Vincent Motorcycles--Vincent Motorcycles was a British manufacturer of motorcycles from 1928 to 1955. The business was established by Philip Vincent who bought an existing manufacturing name HRD, initially renaming it as Vincent HRD, producing his own motorcycles as HRD did previously with engines purchased as complete assemblies from other companies. The 1948 Vincent Black Shadow was at the time the world's fastest production motorcycle. The name was changed to Vincent Engineers (Stevenage) Ltd. in 1952 after financial losses were experienced when releasing capital to produce a Vincent-engined prototype Indian (Vindian) for

the US market during 1949. In 1955 the company discontinued motorcycle production after experiencing further heavy financial losses.

Wasp Motorcycles--Wasp Motorcycles is a motorcycle and sidecar manufacturer based in Berwick St James, near Salisbury, England, that specialises in building competition solo and sidecar machines for motocross, trials and sidecar grasstrack, as well as the Wasp 3 Wheel Freedom for disabled riders.

Wooler--Wooler was a British manufacturer of motorcycles and automobiles, founded by engineer John Wooler in 1911 based in Alperton, Middlesex. The company became known for its unconventional designs which included several fore-and-aft twins, a vertical camshaft single cylinder machine, a transverse-four beam engine, and a transverse flat four. Most machines possessed Wooler's enduring design features of a petrol tank which extended past the steering head.

Zenith Motorcycles--Zenith Motorcycles was a British motorcycle and automobile manufacturer established in Finsbury Park, London in 1903, by W.G. Bowers. Automobile manufacture only lasted from 1905–1906. The first Zenith motorcycle was the 'BiCar' of 1903, based on Tooley's Bi-Car design, which was purchased by Zenith for its own production. The BiCar was a unique design with hub-center steering and a low-slung chassis with the engine (from Fafnir in Germany) centrally fixed.

Information from webbikeworld

2023 Irene Robins Mileage Challenge

Congratulations to this year's winner David Leduchowski!

Thanks again to the staff at the Royal Winnipeg Mint gift shop for allowing us to reserve once again a collectable cash prize for our mileage challenge.

David wins this year's main prize: two rolls of uncirculated reconciliation inspired coins.

The coins feature three works of art from Canadian, Indigenous, Inuit, and Metis artists, headed up by Queen Elizabeth II on the obverse side.

These coins are some of the last coins minted that will picture our much beloved Monarch who passed away September 8th, 2022.

The coins were released June 21st, 2023, in celebration of National Indigenous Peoples

Day. The relationship between the late Queen Elizabeth and all Canadian first nations, Inuit and Metis people was long enduring, ancestrally reaching back to original treaties signed by the representatives of the Crown and will always be part of our shared history.

The craftsmanship, tools, and skill needed to produce these high-quality ever-lasting collectables exists right here in Winnipeg. To compress the work of three artists on a tiny 28-millimeter space, striking them in full color, from huge rolls of sheet metal, shooting them into existence one at a time in the blink of an eye, rapid fire. How is that even possible? Well, if you don't know by now it's time to take another tour of the Royal Winnipeg Mint and visit their gift shop.

There is a strong attraction between motorcyclists and shiny metal things. Always a worthwhile ride!



The results of the 2023 Irene Robins Mileage Challenge

Place	Name	Mileage Points
1 st	David Leduchowski	21,267.6
2 nd	Paul Bezilla	17,077
3 rd	Tiffaney Taverner	13,151
4 th	Chas Peters	8,137.5
5 th	Irv Peters	4,598
6 th	Jim Shaw	3,345
7 th	Ken Charleton	2, 527

All entries this year will receive our congratulations along with an AMCM T-shirt.
As this year’s winner David receives a cash prize and gets to name the next year’s mileage honoree.



Thank you to everyone that participated!

1655 km in about 18 hours on a 57 year old Harley

Early in 2023, a friend mentioned doing an Iron Butt Association ride. I had never really thought about such a thing because I prefer enjoying my rides and “stopping to smell the flowers” so to speak. Riding, eating, and socializing is what appeals to me about the motorcycle touring lifestyle.

Then I got to thinking that perhaps I would do the “saddle sore” ride. This requires riding 1600km in under 24 hours. I have three old Harley-Davidson dressers. The smart choice for this ride would have been my 1983 Shovelhead FLHT since it has a rubber mounted engine, and five speed transmission. It is the grandfather of the modern touring Harley-Davidson and is reasonably comfortable for a forty year old bike.

However, I've never been accused of making smart choices. I decided that if I was going to do this ride, it would be astride my 1966 four speed solid mount Electraglide! I also decided to do it alone because if I had any mechanical issues, I did not want to interfere time-wise with a friend trying to complete the same ride.



I set off July 7/2023. I fuelled up at Teulon Esso @ 4:48 AM with my speedometer showing 40618 miles. I took pictures of the fuel receipt near my speedometer as required for trip documentation. I got on the bike and pressed the starter button. To my dismay, all I got was a high pitched whirring noise. Dammit. I tried again. Then again. Then again. No crank, no start!

This is not a good omen. I plucked my lower lip thoughtfully. Should I get one of my other bikes? No. I can't do that. This bike (or piece of junk as I was thinking at the time) has a perfectly use-able kick-starter that

doesn't get the use it should! I kicked it over and set off thinking, "surely that was my one issue on this trip and nothing else will go wrong!"

Next stop was at the PetroCan in Brandon. It is now 7:23 AM and 40768 miles. I'm cold, as I did not overdress knowing it was going to get hot. I also felt like having a nap! I ate a couple of dill pickle pepperoni sticks from my tour pac and drank a half bottle of water. I felt unmotivated to carry on at this point. But I always find the first bit of a trip the hardest. Then it gets fun!!

The weather warmed fast and I was cruising at a steady 70-75 MPH. Next stop was Borderland Co-op in Whitewood SK. 8:22 AM and 40881 miles. The last leg was very windy and getting hot. Whenever a semi-trailer blew by in the opposite direction, both it and the cross wind certainly threw my bike around! I was munching another pepperoni stick when a person in a pickup truck who had been following me stopped to inform me that I better check over the bike cause "from behind, it looks like it's handling like a wet dream!"

Mulling this over somewhat petulantly, I kicked her over and headed away from the hot Eastern sun, petting her tank affectionately, and telling her that that guy doesn't know anything!

The trip became very pleasant despite the heat. No dawdling at fuel stops and keeping a steady speed over 70 MPH I entered "the zen zone!" The rumbling drone and lope of 74 cubic inches and the heat haze rising from the pavement had a hypnotic effect. This part of the trip blew by! This next bit of my story will read like the "begat" portion of the bible.

Belle Plaine SK @ 10:41 AM and 41013 miles.

Gull Lake SK Esso @ 13:18 PM and 41165 miles.

Bow Island AB @15:46 PM and 41297 miles.

Fort Macleod AB @17:42 PM and 41390 miles.

Fort Macleod was my turning point North. I planned the trip on a Southwestern route, then turning North towards Lacombe to ensure a full

1600 km ride as per google maps. I was enjoying myself immensely by now, and turning North made the trip feel almost over in my mind.

Crossfield AB @ 19:48 PM and 41516 miles.

Lacombe AB @ 21:12 PM and 41590 miles.

I was munching another pepperoni stick while subtracting my start mileage of 40618 from my current mileage of 41590. This is only 972 miles! WTF? Google maps showed over 1620 km or over 1000 miles to this point I thought? Then I remembered that my bike had a trans sprocket change from 22 teeth to 23 teeth. Hence, my speedometer and odometer reading is roughly 4% to 5% low.

I certainly wanted an odometer pic showing over 1000 miles so I carried on to Red Deer and did my final fill of the day. Red Deer @ 22:04 PM and 41622 miles! Now I'm tired, I want a meal, and a hot shower. Naturally, I could not find a hotel room in Red Deer, and had to ride 20 miles back to Lacombe!



In any event, factoring in the time change, this trip was about 1655 km in roughly 18 hours on a 57 year old Harley Davidson.

I cannot lie, the hotel bed felt really nice that night!

I made a buffoon out of myself checking out of my room the next morning, but that's a whole other story in itself.

To all Ken is putting together an order for Joel and looking for feedback. If you tell me what you would like for yourself or buy as a gift that would be great. If you would never wear one that's fine, all feedback is appreciated



MENS
G500 - Black



WOMENS
G640L - Black



MENS
G500 - Charcoal



MENS
G500 - Charcoal



WOMENS
G640L - Heather Purple



This is the original photo I took of Larry Stouts Jacket

Let Ken know
kencharleton@gmail.com
204-694-0123

Last Rides of 2023.



November 19th, last ride of 2023?... No...



December 02, 2023.



December 03, 2023.



December 07, last ride of 2023...

Blast from the Past

37th ANNUAL

**MANITOBA CHAMPIONSHIP
MOTORCYCLE**

HILL CLIMB

TOP NOTCH...
AMERICAN &
CANADIAN RIDERS
COMPETING

TROPHY OPTION
FIRST PLACE
ONLY



200 ENTRANCE
FEE FOR
COMPETITORS

**SUN. SEPT. 25, 1 P.M.
D.S.T.**

**MIAMI, MANITOBA
CANADA**



JUNIOR - SENIOR & EXPERT CLASSES
CHAMPIONSHIP EVENT
SPONSORED BY MANITOBA MOTORCYCLE CLUB

PLUS ADDED LIGHT-WEIGHT EVENT

RAIN DATE
OCT. 2, 1966

*** 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/AAATkMAXQPjwMq8Yt8n4zyjea?dl=0>

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



Highly detailed BSA Gold Star replica. 1:12 scale by Minichamps. Amazing attention to detail on this solid die-cast bike. It's only been out of the presentation box for these photos. Valued at \$300 or possibly open to trades on motorcycle related items. Text Craig at 204-619-4393 or kraftycraig@hotmail.com



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

thelegend@mymts.net

The Dolphin trainer

An elderly biker riding his 48 Panhead rear-ended a guy driving an expensive sports car. There was no damage to the bike, but it left a little scuff of rubber on the bumper. Enraged, the arrogant snob hops out and confronts the old biker.

"Look what you did to my car" he yells. "You're have to give me \$10,000 right now or I'm going to beat you to a pulp!"

"Oh my" says the old biker, "I don't have that kind of money. Let me call my son, he trains dolphins and he will know what to do."

"Dolphins" the snob huffs, while rolling his eyes.

The biker pulls out his phone, dials his son and just as his son answered, the irate snob snatches the phone away from the old man. "So, YOU'RE a dolphin trainer, huh? Well, Your old man here just rear-ended my car and I need 10 grand right now or I'm going to beat you AND your old man to a pulp."

"I'll be there in 10 minutes," says the voice calmly on the other end.

Exactly 10 minutes later a Jeep pulls up and a guy hops out and proceeds to pulverize the bully, leaving him in a heap on the side of the road.

When he finished, he walked over to his father and said.... "For the last time dad, I train Seals, ...Navy Seals..... NOT dolphins!"

1972 Suzuki

T500 Titan 2 Stroke

Bike refinished tastefully, many pictures detailing the work.

Running with
Manitoba Safety

\$7900 (Private Sale)



Call or Text Derek Roth – **204-782-3644**

For Sale All original 1968 Yamaha YGS1 80cc single, 2 stroke
2500 miles \$2000.00

Contact Greg Kendall greg.kendall01@yahoo.ca





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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**