

# Robins



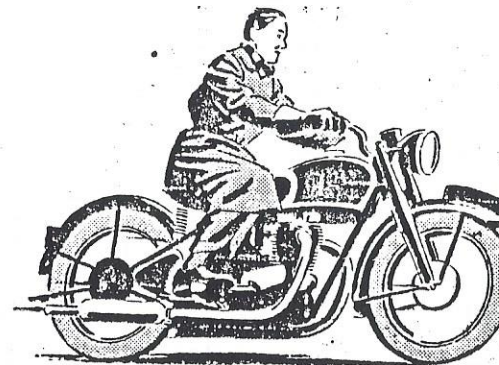
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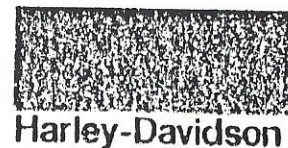
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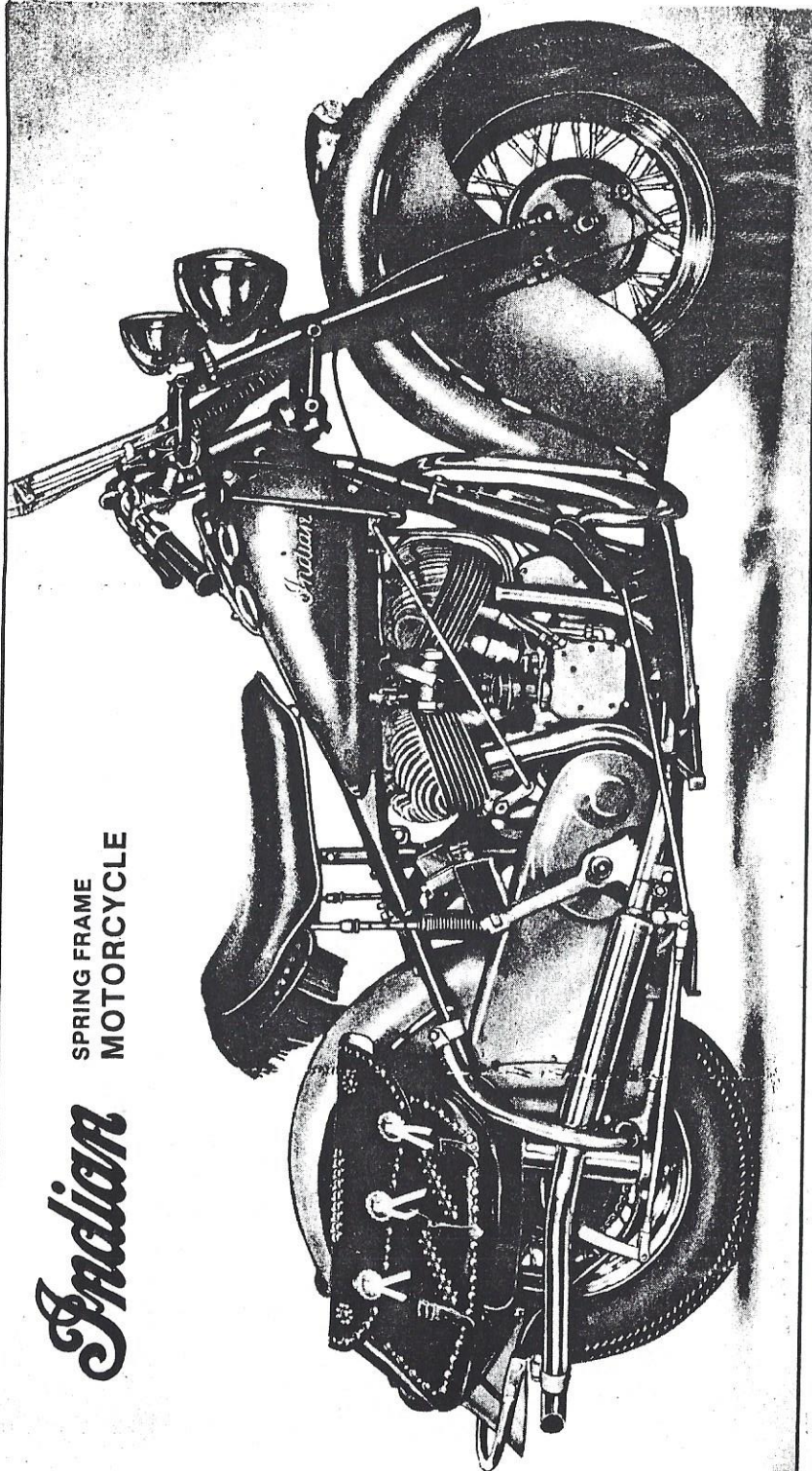
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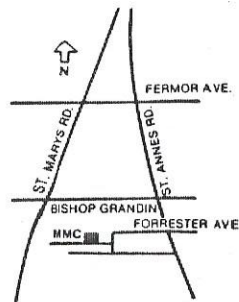




## Manitoba Motorcycle Club



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Ladies and Gentlemen, the Manitoba Motorcycle Club is opening its doors to the motorcycling community.

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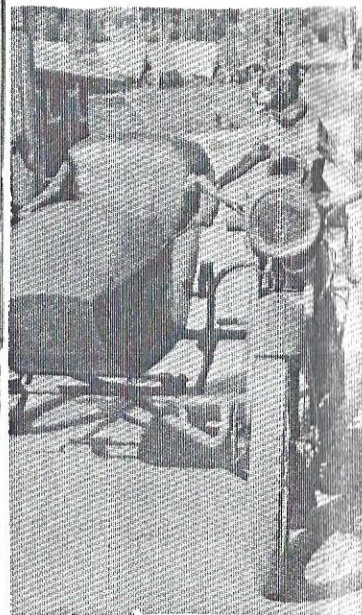
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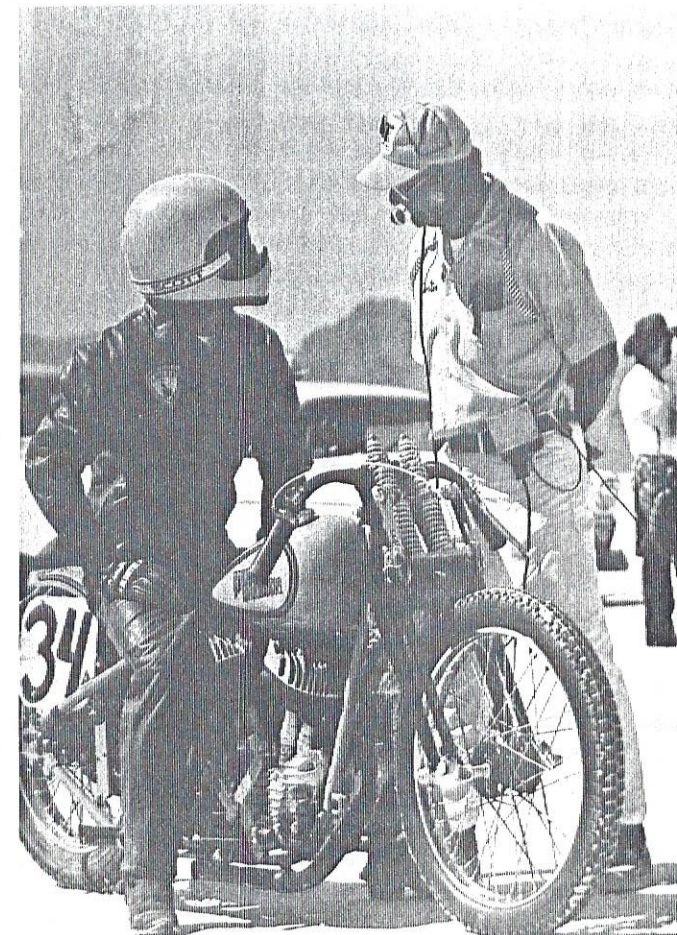
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## MOTORCYCLING IN GENERAL

### Interested in Road Racing ?

The Manitoba Road Racing Association (MRRA) will be holding a one day school for those motorcyclists who are entertaining the idea of road racing or for those who would just like some information on racing and some "on-track" riding time.

Place-Gimli Motorsport Park

Date- May 17/86...rain or shine

Fee- \$50.

Equipment required- 1. motorcycle 2. Snell 80 or 85 full face helmet 3. leather jacket 4. leather pants or two pair of blue jeans fastened at the waist to the jacket (duct tape will do) 5. leather boots 6. leather gloves

For more information contact Mark Stevens, 582-2622.

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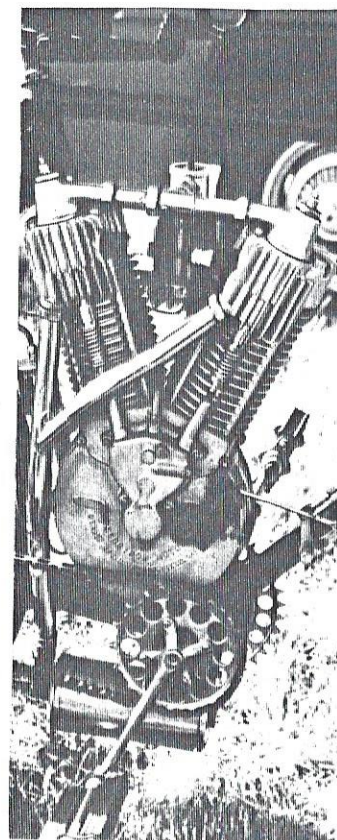
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To express concerns or for further information  
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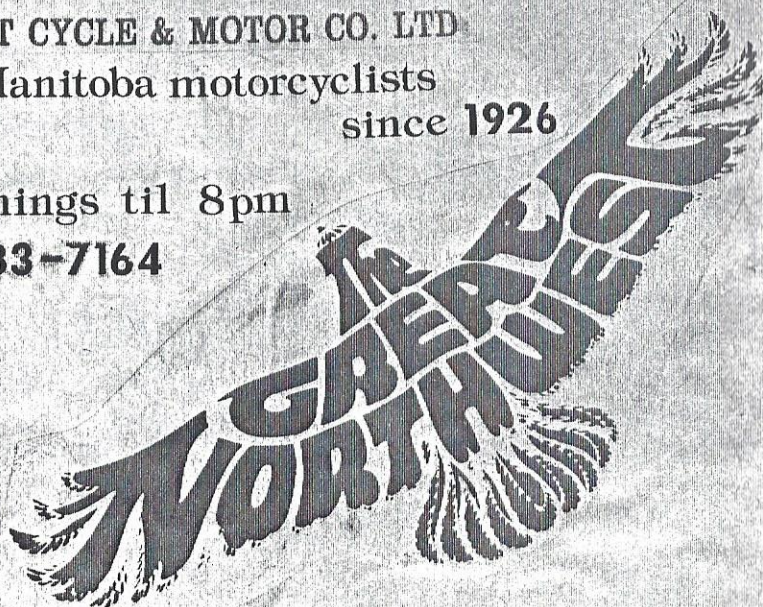
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### WANTED:

- For Flying Merkel - literature, parts, photos, etc.
- For 1940 Indian Scout - center stand, muffler, exhaust pipes, pair of American made 18" tires (Goodyear, Firestone, etc.) in N.O.S. or usable condition.
- For 1962 BSA D7 Super Bantam - headlite, manual, 175cc engine or complete bottom end.
- For 1966 Harley 250 Sprint - literature (sales brochures), tail lite, center stand.
- For Harley 45 - 16" wheel and brake, foot clutch, foot brake, inner primary, gas tanks, catseye dash, springer, generator, etc.

CRAIG KRAFT (204)669-6047

### WANTED:

- Almost anything for Harley 45", but especially gas tanks (beat up O.K.).
- VL Harley parts, especially side stand, rear fender and inner primary cover.

GARY MacDONALD (204)669-1643



## UPCOMING EVENTS

June 6-7/86 - FARMINGTON, MINNESOTA

Antique Motorcycle Club of America  
National Meet Swap Meet, Rally and Show.  
Farmington Fairgrounds, Farmington, Minn.

June 20,21,22/86 -- WLLAND, ONTARIO

CANADIAN VINTAGE MOTORCYCLE GROUP  
Swap Meet, Rally and Show.  
Niagara Motorcycle Raceway,  
Welland, Ontario.

Flea market, films, field events,  
vintage trials and the Trillium Reliability  
Run..... 50 mile ride for pre-war Bikes,  
70 mile ride for post-war Bikes.



EDITOR ----- GARY MacDONALD

Rust N Pieces is the Official Bi-Monthly Publication  
of THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA, INC.  
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Advertisements, editorial submissions and other  
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CLUB PRESIDENT ----- BARRY SEIB (204) 888-3018

Past President ----- Craig Kraft  
Secretary ----- Irene Robins  
Treasurer ----- Irvin Lowen  
Librarian ----- Siggi Klann  
Activities Manager ----- Dave Tissot  
Public Relations ----- Dave Johnson  
Property Manager ----- Craig Kraft

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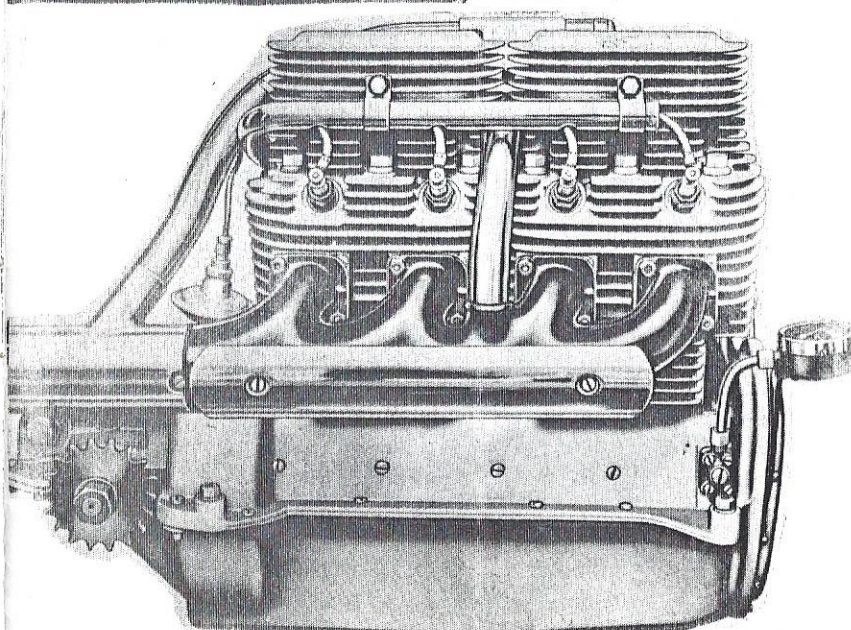
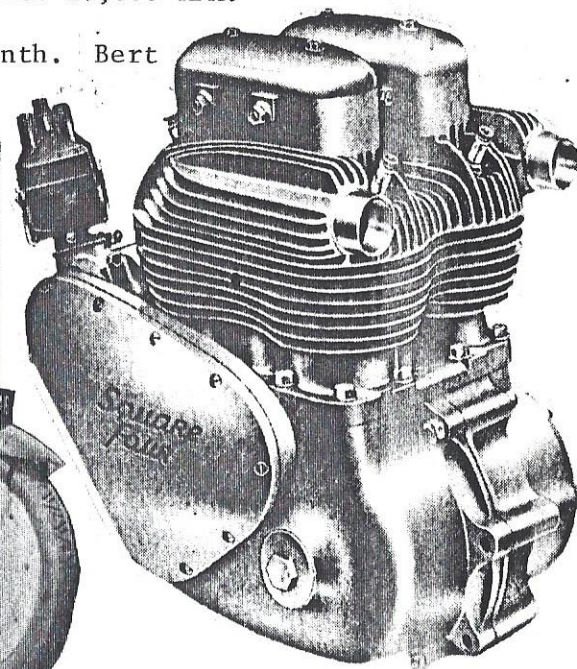
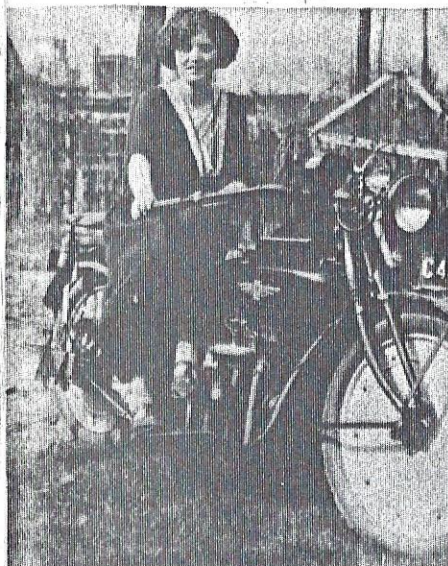


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world record holders and the Japanese are now entering the field with some really first class tiny fours from the Honda factory. I am told that they now have a 50cc four which runs at about 17,000 RPM.

See you again next month. Bert



Sordid details on page 18.



## MOTORCYCLE MATTERS

BY BERT BENTLEY

Last month I said I would write a few words on four cylinder motorcycles this month - so here goes.

I must say as a start that my own collection of old machines will not be complete until it includes a Henderson.

Perhaps the first four cylinder bike was the Holden which was produced in England in 1897. This machine had pedals on the front wheel, just as a child's tricycle has today, and the four cylinder engine lay flat with the connecting rods driving directly onto cranks on the rear axle. Single speed of course and no clutch. It must have been a dandy to handle on the road.

Another old European machine was the Belgian FN (Fabrique Nationale). This was a small capacity four cylinder, along more or less normal lines. The motor was in the accepted position in the frame but its outstanding feature was the complete lack of drive chains - it had a shaft drive. This was a good machine.

In the early 1930's the British Ariel Company produced the first of their "Square Fours". This was a wonderful motor and was, in effect, two vertical twins with their fly wheel geared together. The first models were of 600cc but this was subsequently increased to 1,000cc. Unfortunately, they ceased production of these wonderful machines about five years ago. They are now real collectors' items.

On the American continent, the "fours" followed a more orthodox pattern having "in line" engines of from 1000 to 1300cc and rear chain transmission. Such makes as the Cleveland, Henderson, Ace, Indian, Pierce (which had shaft drive) are mentioned, and all are now collectors' items.

The only "fours" made today are very high performance racing machines which cannot be purchased. The Italians have the 500cc MV Agusta and the Gilera, both

## A.M.C.M.INC. MINUTES - JANUARY 27, 1986

The meeting was called to order by the President, Barry Seib. The Minutes of the previous meeting were read and adopted as read by Jim Ross, seconded by Ray Houde. Carried.

There were 26 present with one Guest: Ed Maisey with a 1953 BSA - B.31. Ed joined the Club, and we all welcome you.

### EXECUTIVE REPORTS

Treasurer - Irv is waiting for the Financial Statement which is not yet ready.

Library --- Siggie would like all OVERDUE Books brought in.

Activities - Dave Tissot obtained the liquor permit for the Social to take place Feb. 1, 1986, and has everything under control.

Publicity - Dave Johnson had tickets for the "Cycle Show" Feb. 14, 15 and 16th, 1986. A discussion on the Cycle Show, how and when we could enter the Bikes, etc. followed.

### OLD BUSINESS

Craig is still looking into plaques for last year.

Tickets for the Social are out -- 24 sold as of this date.

Siggie Klann and Tiny Robins donated a Trophy for the first restored and ridden Bike in 1985. Siggie presented this trophy to Barry Seib who won on his 1956 Ariel, 500cc.

Tiny motioned that this be an annual trophy and that the Club should give it from now on, for the first restored and ridden Bike to an "official" Club event. Siggie seconded the motion. Carried.

## NEW BUSINESS

Johanne Butcher brought up about the smaller crests that some members were asking about. Prices are 12 for \$4.50 each;

Chuck Murray is to look into prices also - chenille type. This was tabled until the next meeting.

We are also in need of Tee Shirts.

Dates of Spring Run and Corn Roast to be brought up at the next meeting.

Craig said he would look after a Ballot Box for people's choice at the Cycle Show and we should get a Trophy. Jim Harrison said he had a Trophy and would donate it and all the Club had to do was supply a plaque with the engraving. Ray Houde seconded this. Carried.

Tiny mentioned that the M.M.C. were having a drive for Loans to purchase property - Loans to be non-interest Loans, and that the A.M.C.M would be welcome to use this property for various events.

Discussion on competition for Antique Bikes -- trials or racing. Members were to let Barry Seib know if they are interested.

Barry had a call from a lady in Brandon re. a 1947 Douglas Twin with 600 miles on it. Owned by her 15 year old son. Barry to write to them regarding this.

We have about 8 Bikes for the Cycle Show. There will be a meeting at Barry's House on Monday, Feb. 3, 1986, at 7:30 p.m. for those entering bikes and manning the booth.

Barry has Poster of Auction Sales. If anyone is interested, see Barry.

Motion to adjourn by Jim Ross, seconded by Rollie Cook. Carried.

*Irene Robins*  
Secretary

NEXT MEETING MONDAY FEBRUARY 24!!!

## A.M.C.M. ANNUAL PARTY - FEB.1,1986

This year the Club party was held at the Bourkevale Community Club on Ferry Road. A big crowd indulged in idle gossip (and some high rev. gossip too), fine spirits and an excellent smorg provided by attending members. Foot stomping music filled the air all night. There were loads of prizes for spot dances and door prizes. Everyone had a good time, even the bartender. Special thanks go to Lorraine Freeman & Keith Freeman for procuring the hall. Dave Johnson and Chuck Murray did an excellent job of procuring prizes and thanks to the following establishments for their generosity.

### THANKS TO:---

CYCLE 1                      Set of Antique Bike greeting cards and four Hats.

H-D PERFORMANCE - three \$10.00 Gift Certificates

WHEELSPORT KAWASAKI - 1 can Chain Lube

RIDE-FOR-SIGHT - Two original Ride-for-Sight T. Shirts

WINNIPEG

HARLEYDAVIDSON - One Shirt and Gift Certificate for a Shirt

CANADIAN MOTORCYCLE - 1 Honda Hat and two pairs of White Hand Grips

STAR SPORTING GOODS - Two Jackets

NORTHWEST CYCLE - Gift Certificate

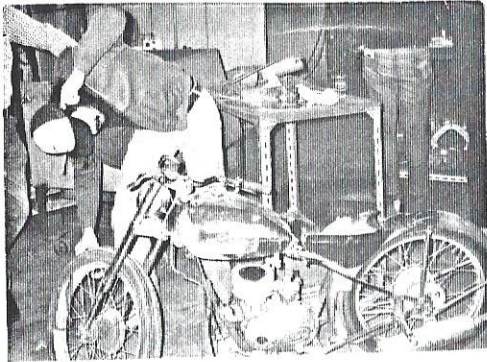
CHRISTIE'S FLORISTS - One African Violet. A \$15.00 Gift Certificate and a Carnation to First 13 Ladies

CANADIAN BIKER MAGAZINE = T. Shirt, Pin, Crest, Beer Cooler, Four Magazines and the Cheese

GREAT WESTERN STORE FIXTURES - Coffee

ROBINS MOTORCYCLE SALES - Two Hats, two T.Shirts  
Four Mini Motorcycles





*"Well, there's a  
Compression Leak there  
somewhere"*

WAS THE THEME OF THIS YEARS  
PARTY AT MY SHOP.

It all started after a few  
drinks and a bit of boasting.  
A few of the guys decided to  
see if the 200 James would  
indeed run. Luke Benard and  
Floyd Tissot went about  
trying to start it. First  
we needed spark, there was  
none, with his trusty  
cigar pac Floyd fashioned a  
file, (all this was done in a  
fully equipped shop), and  
proceeded to clean the  
magnets on the brass flywheel,

then the points and voila, rich blue spark.

In their obvious enthusiasm, they didn't notice that the  
head was not bolted down, nor was there even a gasket;  
but you know Luke is a big boy and he decided to hold  
the head down with his bare hands and body weight and  
Floyd proceeded to kick start it. But wait --- we  
have ignition, we have compression, but what else are  
we missing. Ah... fuel, so I proceeded to spray WD 40  
into the exhaust port and after a few vigorous kicks and  
to the amazement of several people standing around  
watching, she fired twice. Well this was hard to  
believe but true. We then made a head gasket and bolted  
the head down and after mixing some gas with the WD 40  
we proceeded to try to kick start it again, (remember  
the gas tank was not hooked up, and the carb was in  
pieces) just spraying the mixture into the exhaust port  
the old James would fire, but only 3 times and die.  
Spray more fuel and it would fire 3 more times again.

The above is a true story and like all true stories,  
there should be a moral and there is (James's never die  
they just get better.) Ditto for the Bike.

James Ross

PRESIDENT'S MESSAGE

GREETINGS from your new holder of the little Hammer.  
Thank you for trusting me with this position.

I look forward to an exciting and enjoyable year with  
your support. I'd like to take this opportunity to  
thank the 1985 Officers on behalf of the Club. The  
dedication and sincere attention which Craig Kraft  
displayed as president is not to be taken for granted.  
I'm sure we all appreciate the contribution made by  
him and the entire Executive which served the Club  
in 1985.

Being established in 1977, our Club has been around for  
a while now and I hope that this year will be the  
beginning of some new activities. I hope we can also  
look forward to attracting a few new members. Perhaps  
the time has come to strengthen our Club and solidify  
its identity.

I think we can achieve this by reviewing the purpose  
of the Club when it was formed and concentrating our  
efforts on activities which specifically relate to  
old motorcycles. This will help give us the strong  
identity with which we can attract new members who  
share our interests. While there are numerous groups  
established here that provide activities of interest  
to Motorcyclists in general, only our Club is likely  
to provide specifically for the interests of owners  
of Older Motorcycles.

In order to get an idea of the direction our membership  
would like to pursue, a questionnaire is included.  
PLEASE bring it to the meeting or mail it before  
March 1st, 1986, if you want your opinions considered.

Chins up -- Spring's on the Way

Barry Seib



EDITOR'S NOTE

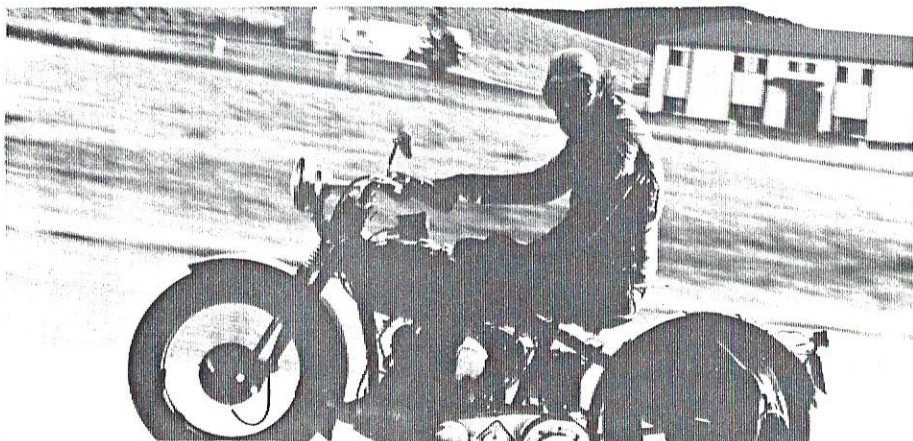
Howdy. This is your new Editor, Gary MacDonald speaking. Although I've never done anything in an editorial capacity before, I do have some ideas and I'm looking forward to doing this job.

Hopefully you'll excuse me if the first few issues (may be more) are a bit (or a lot) crude.

I'm going to try to include plenty of pictures of Club Members and their bikes, club runs, events, photos from the old days, etc. I'll be asking for (demanding) contributions regularly. Send or give or phone me your tech tips, stories, advertisements, antique meet info (out of town) and ideas.

Bee seeing you.

Gary MacDonald.



DAVE TISSOT'S 1947 INDIAN CHIEF

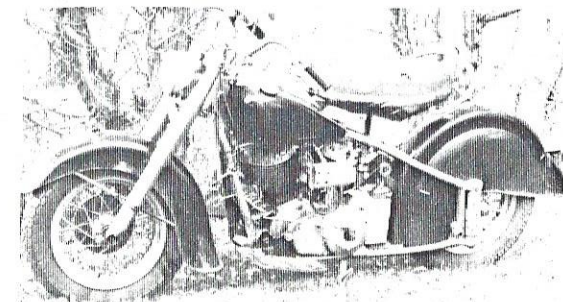
Dave bought this Bike incomplete and apart in Fall of 1984. The deal included an engine and tranny, the frame, wheels, front end, gas/oil tanks, buddy seat and several boxes of dirt.

One year later Dave has assembled a classic and functional ride. Although die-hard Indian restorers would be quick to point out several non-stock items adorning the old Chief, Dave figured on getting the machine roadworthy first, and worrying about details later (or maybe never). The original Ben Benson front end sports an early ('30s) Chief fender, an old British head lite and a set of Harley-Davidson Panhead handlebars from Tiny Robins' parts department. The foreward stopper is a Harley backing plate on an Indian drum (plenty of friction in there). No wide glide front end ever looked this pretty.

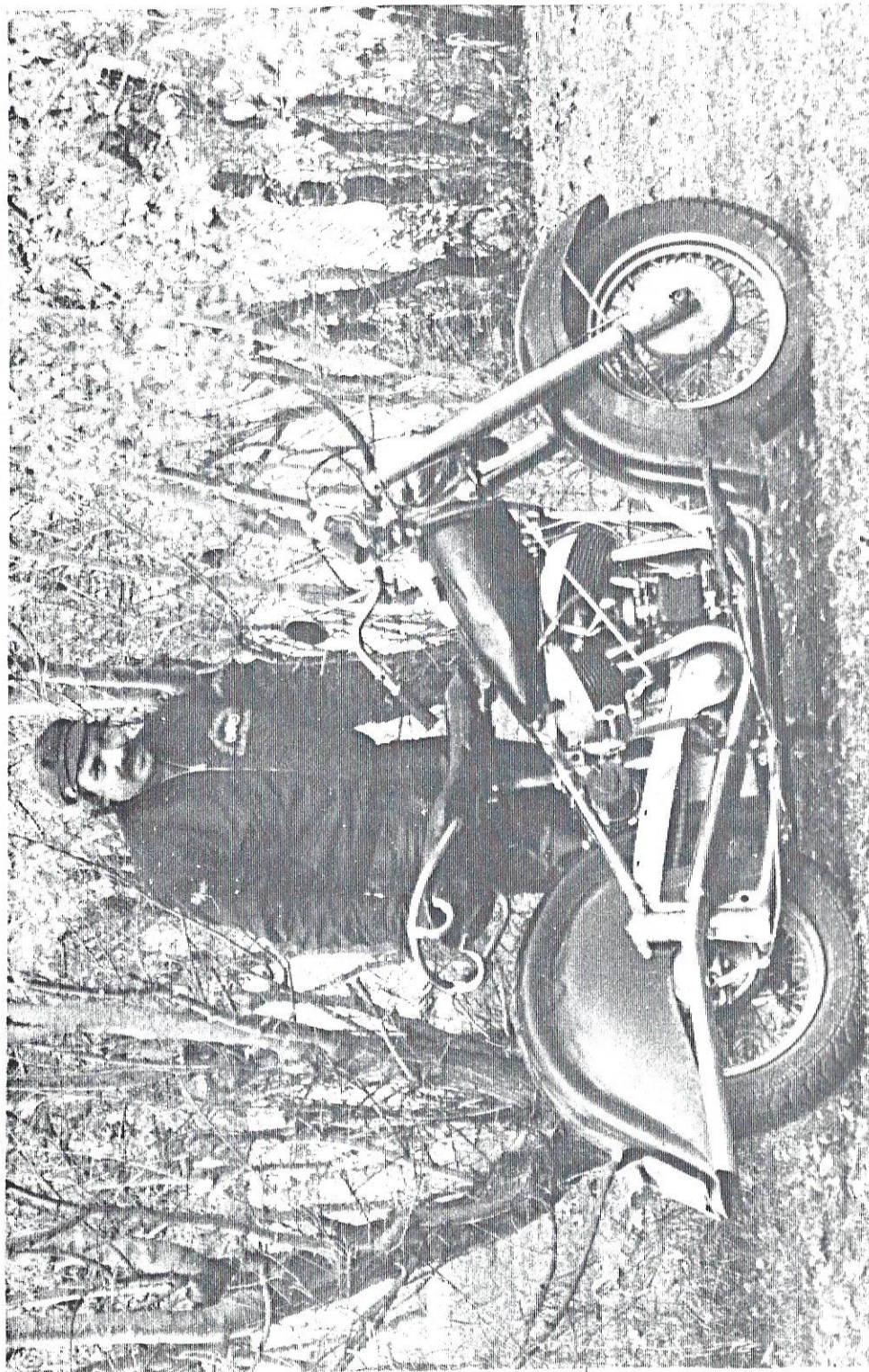
Moving on to the power plant, the big V-twin engine is the classic 74 cu. in. with a bore of  $3\frac{1}{4}$ " + .040 and ample stroke of 4-7/16". The compression ratio is a modest 5.5:1, common to flatheads. Power output is 36 BHP at 4500 RPM, capable of propelling the Bike 90 M.P.H. For such a heavy machine, gas mileage is a very good 50 M.P.G.

Underneath the chrome, the spring frame is stock original. That beautiful chainguard is military chief. Siggi Klann provided the generator, exhaust system and lots of small parts and technical advice. The air cleaner is of the extremely rare non-filtering type. How does Dave describe the look and feel of his classic ride?

"SWOOPY..... REAL SWOOPY"







### LIBRARY REPORT

The winner of December 14th, 1985 draw was Glenn Pesclovitch who won the Canadian Biker Sweatshirt. Many thanks to Chuck Murray for the kind donation. Amount collected at the meeting was \$25.50.

The winner of January 27th, 1986 draw was Jim Ross who won a Northwest Cycle Harley-Davidson T-Shirt. Many thanks again to Chuck Murray for the kind donation. The amount collected at the meeting was \$22.00.

This brings the total amount to \$145.57 in the Library.

Here are the new books which has been added to our library in 1985.

- (1) The World of Motorcycles, Volume 4 to 22
- (2) The Iron Redskin by Harry V. Sucher (Indian history)
- (3) The Motorcycle by Christian Lacombe
- (4) Villiers-Singles and Twins by Roy Bacon
- (5) Triumph Singles by Roy Bacon

I would like to thank the members who donated books in 1985.

Jerry Olenko donated the Cycle Jumpers by Marshall Spiegel.

Bert Bentley donated 16 copies of The Vintage Motor Cycle Club Newsletters from England.

Jim Bailey donated Honda, Suzuki, Triumph, and BSA Overhaul and Owner's Manuals.

Dave Johnson donated four books from Abate on the Helmet Case, Ben Benson Motorcycle Service Catalogue of Winnipeg, and The Illustrated History of Motorcycle by Ervin Tragatsch.

A big thanks for all the books donated.



Also the following newsletters and magazines have been added to the library.

Classic Bike, December 1985, January, 1986

Supercycle, March 1986

Laughing Indian Riders, Winter 1985

All-American Indian Motorcycle News, January 1986

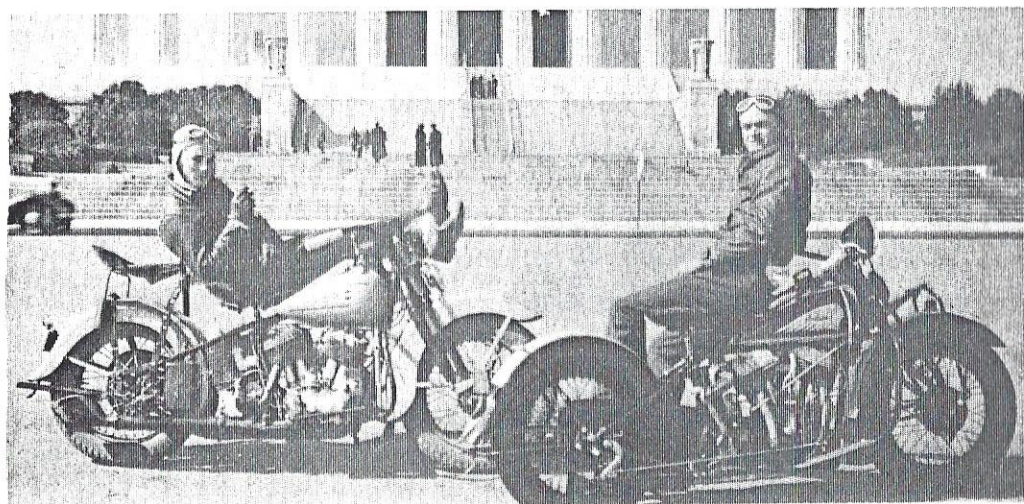
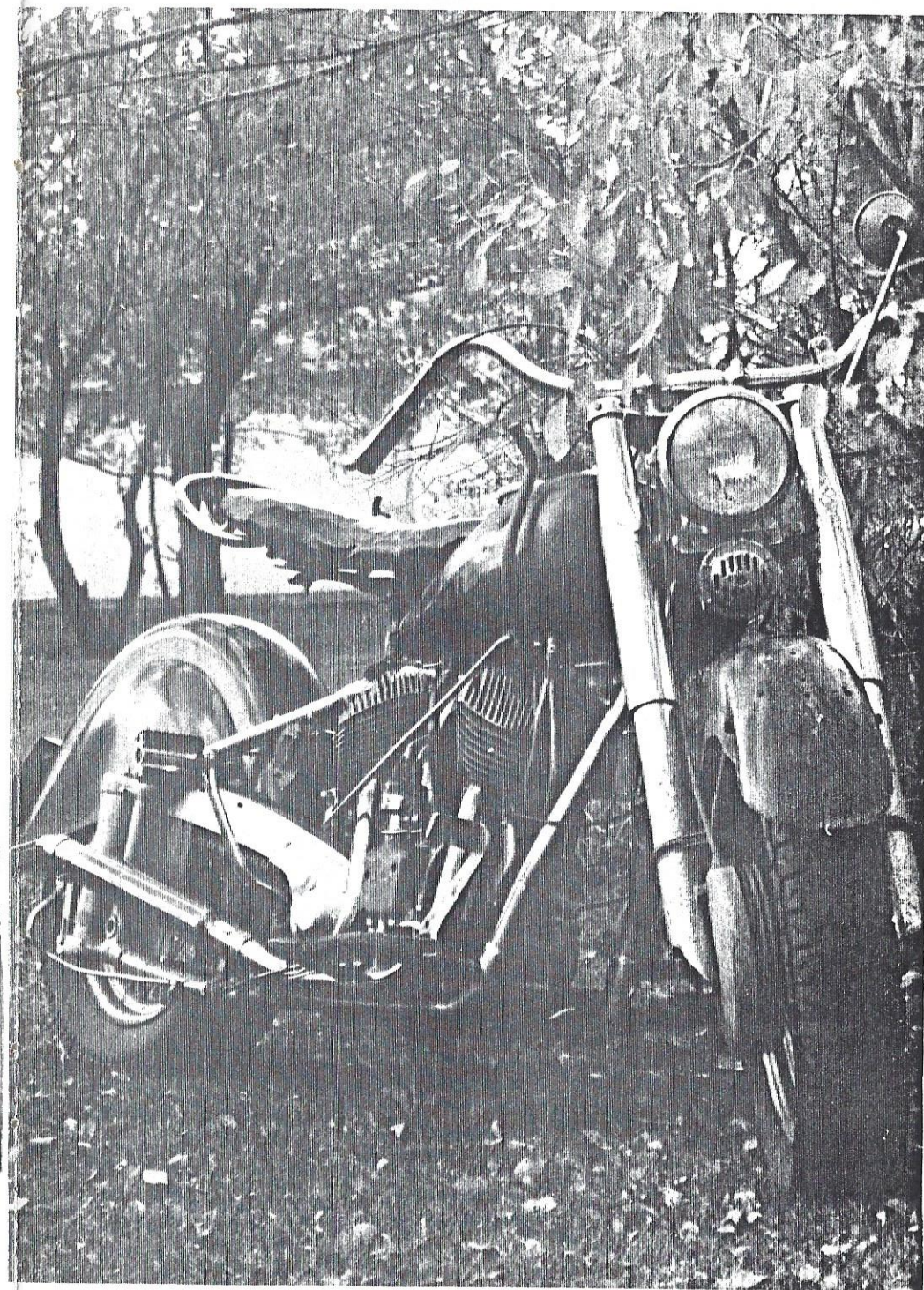
Vintage BMW Bulletin, November-December 1985

Viking Chapter of the Antique Motorcycle Club  
Of America, January 1986

I finally finished the complete list of books, manuals, catalogues, magazines, newsletters, etc. to be printed. They will be available for all Club Members.

One last thing, there are quite a few books overdue, Please bring them in at the next meeting or you may phone me and drop them off at my home.

Siggi Klann  
Librarian









FEBRUARY 1986 --- ACTIVITIES QUESTIONNAIRE

	<u>YES</u>	<u>NO</u>
Do you have a Motorcycle 15 years old or older?	_____	_____
Do you expect to Ride it or Display it in 1986?	_____	_____

Do you want Activities where this Motorcycle

is Displayed or Ridden?

<u>DISPLAY</u>	<u>RIDDEN</u>	<u>BOTH</u>	<u>NEITHER</u>
_____	_____	_____	_____

Please indicate which activities you consider most desirable by starting with your FIRST CHOICE as NUMBER 1 and numbering the following list of possible activities. Use a ZERO for any you have no interest in attending (with an Older Bike). All events listed would be of a relaxed nature and allow participation with Machines at least 15 years old only. Exceptions might be made for special interest machines (ie. Makes which are no longer produced, etc.).

TRIALS OR TRAIL RIDES -----	_____
DIRT TRACK, GRASS TRACK, TT SCRAMBLES -----	_____
SPEED TRIALS ON PAVED ROADS, BUT OFF PUBLIC HIGHWAYS -	_____
SWAP MEETS, JUDGED CLUB SHOWS, AUCTIONS -----	_____
SHORT DISTANCE CLUB RIDES, RUNS, CORN ROAST, ETC.-----	_____
OTHER ---- PLEASE DESCRIBE _____	_____

NAME \_\_\_\_\_