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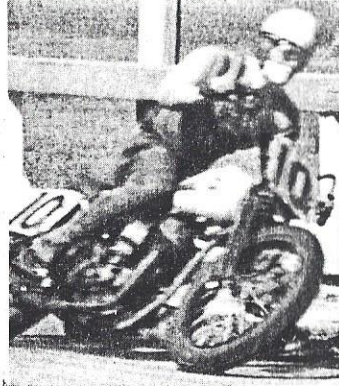


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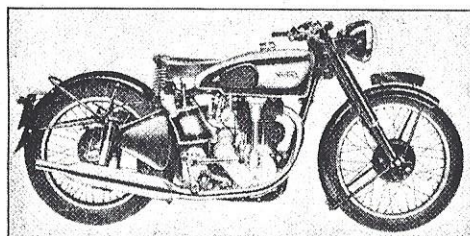
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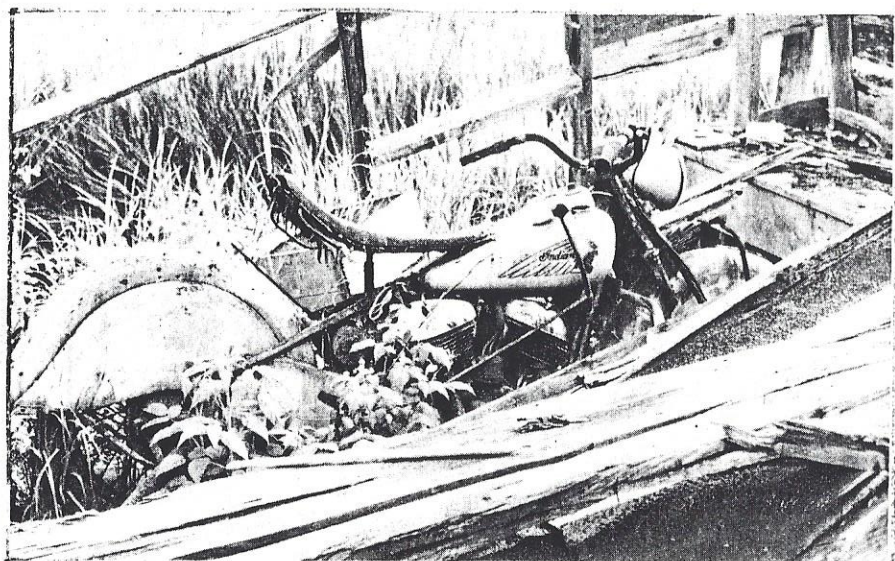
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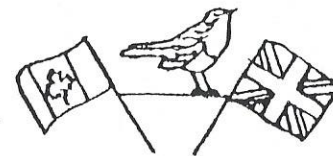
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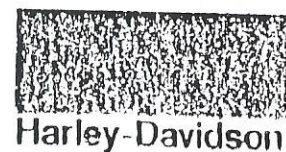
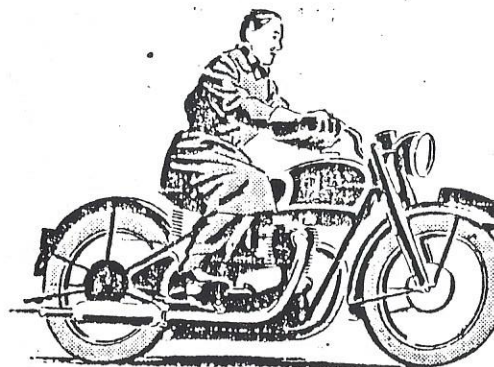
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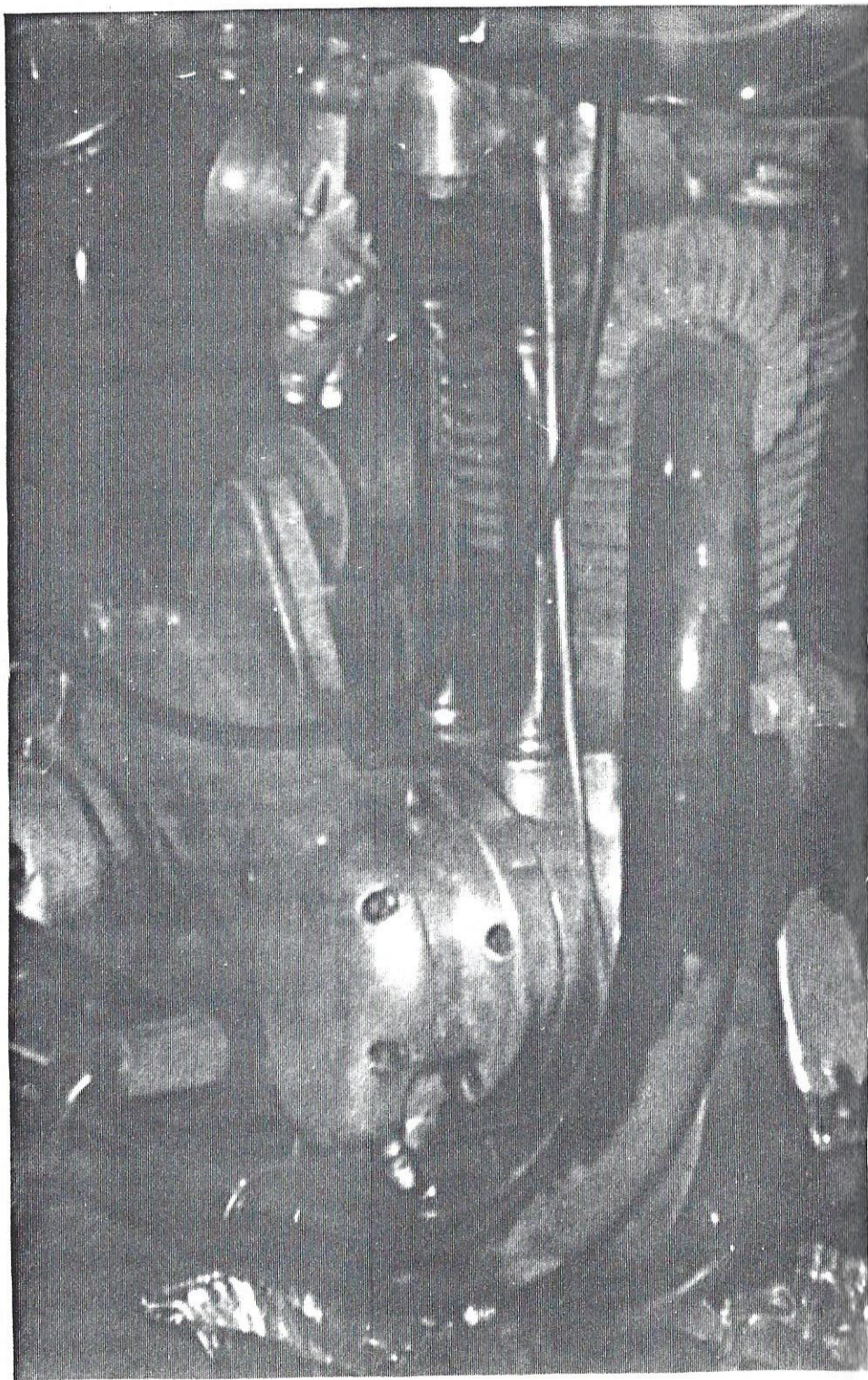
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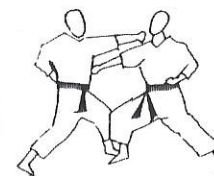
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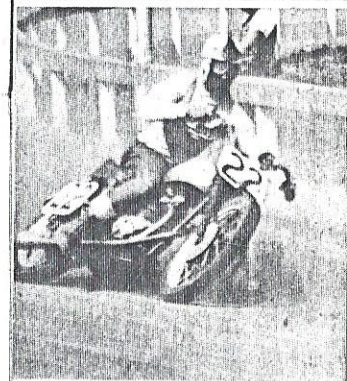
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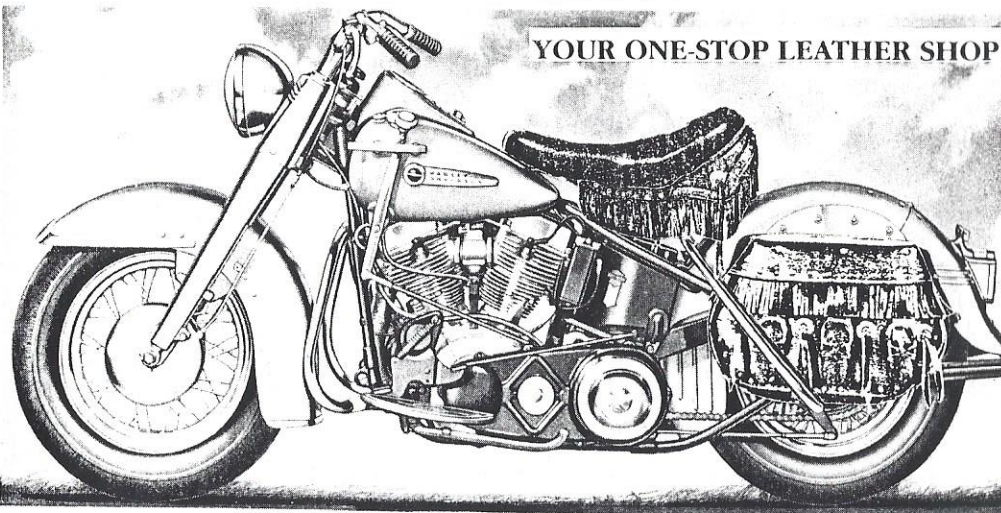
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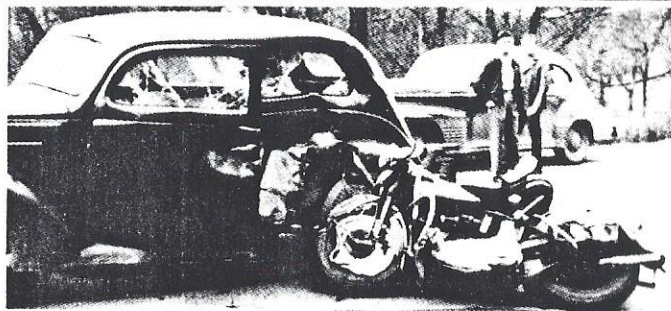
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Rust N Pieces is the Official Bi-Monthly Publication
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COVER PHOTO

Cyclone engine: 1913-16, 61cu in, utilizing
bevel driven single overhead camshaft, near-
hemispherical combustion chamber, 5.5:1 comp.
ratio, recorded 111.1 mph over one mile on a
Omaha, Nebraska board track in 1914.

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A man claiming to be Chuck Murray accepted the Peoples Choice award at the bike show. Anyone knowing the whereabouts of this man please contact Chuck Murray at AMCM headquarters

Manitoba Motorcycle Club



P.O. Box 1074
Winnipeg, Man.
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VETERAN RIDER??

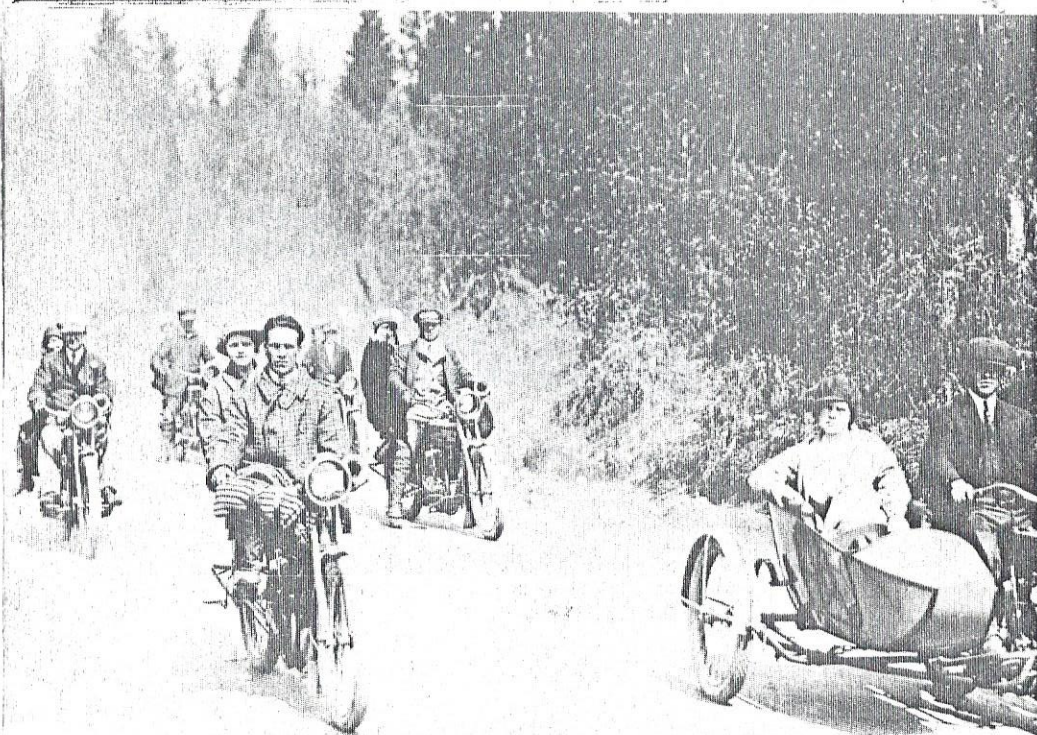
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Ladies and Gentlemen, the Manitoba Motorcycle Club is opening its doors to the motorcycling community.

Join the oldest motorcycle club in Canada (established 1911). If you are interested in becoming a member and aiding us promote the good fellowship and image of motorcyclists today, just drop by our clubhouse any Wednesday evening at 8 p.m.

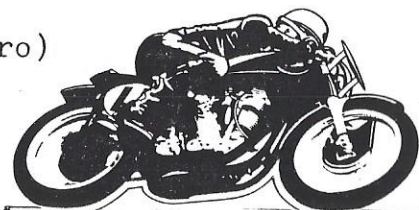
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The Meeting was called to order by the PRESIDENT, Barry Seib. The Minutes of the previous meeting were read. Motioned by Jim Harrison, seconded by Craig Kraft, that the Minutes be adopted as read with the amendment that Barry wanted to include Dave Tissot, Joanne Butcher and the others, in his "thank you" for helping make the Social a big success. Carried.

22 members present -- Jim Simmons was at the meeting to let the members know that his BMW with sidecar was for sale.

EXECUTIVE REPORTS

TREASURER - Irv Lowen said there was still about \$3,937.00 in the bank and that the Financial Statement should be ready for the next meeting.

LIBRARY - Some new books are in. Irv Lowen's son donated some Motorcycle Manuals, and Parts Books to the Club. Also Greg Boudreau donated a Harley-Davidson Service Manual.

EDITOR - Nil

PROPERTIES - Hats are available: \$6.00 with leaves: \$5.00 without.

PUBLICITY - Nil

ACTIVITIES - Nil

OLD BUSINESS

Siggi to look after arrangements such as time, date, etc. of the Thresherman's Reunion Run. Barry Seib was unable to contact Tom Ellison regarding our Spring Run on the Second Sunday in May - May 11, 1986. The committee for looking after the Spring Run consists of Don Westiuk, Tiny Robins, Glenn Pesclovitch and Dave Tissot.

Dave Johnson to find out when and if we can have a Mall Show and then a committee will be set up to look after it.

March 24/86

NEW BUSINESS

Crests -- to be brought up at the next meeting.
Plaques - this has been dropped for the second time.

Library Books -- Discussion on books in the library that cannot be replaced. Siggi to separate these books from the others and decide whether they should be photo copied.

Tiny Robins suggested the discussion re. the 75th Anniversary Run of the first Manitoba Motorcycle Run to Stonewall be tabled until the next meeting.

Jim Harrison motioned that when we have a Club Run -- only Bikes 15 years or older to go on the run and that on future runs only Bikes 15 years or older will be allowed to enter the events. Dave Tissot seconded the motion. A show of hands indicated FOUR for the motion: SIXTEEN opposed.

Motioned by Tiny Robins that on A.M.C.M. Runs, Antique Bikes to leave first and other bikes leave later, but cannot pass the older Bikes, and that Antique Bikes only can enter the events. Seconded by Greg Boudreau. Carried.

Ride-for-Sight to be held June 7th and 8th, 1986, and will be held in Hazelridge -- Hazelridge Ladies to look after the food. The Sunday Ride still to be organized. Glenn Pesclovitch, Craig Kraft, and Steve Sing volunteered to help on the Sunday Ride. The Run leaves Birchwood Honda - where coffee is served and Donuts from Robin's Donut.

Dave Johnson motioned that the A.M.C.M. get involved on hosting the Sunday Ride with a Road Captain this year. Seconded by Glenn Pesclovitch. Carried.

A motion to adjourn was made by Jim Harrison, seconded by Dave Tissot. Carried.

Irene Robins

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-Complete engine, bottom end or parts for a 1962 BSA D7 Bantam (175 cc 2 stroke single)

-anything and everything for a Harley 45. I have some small "45" stuff for trade.

FOR SALE:

-NOS James (Villiers) parts such as stands, girders, headlight, rims etc.

-AMCM club hats, one size fits all ! black with gold and white logo \$5.00 each or with gold leafs \$6.00 ea..

-also would anyone having the Feb. March or April '86 issues of Hemmings Motor News please contact me as there is an address in there I need !

Craig Kraft
(204) 669-6047

FOR SALE: 1968 350 Bridgestone \$350.00
Kerry Craig 694-1285

WANTED: Always looking for Whizzer Motor Bike parts, manuals, accessories, or anything to do with the Whizzer motor or Schwinn Bike or catalogues on Whizzer bikes.
Greg Repa (204) 582 3846

UPCOMING EVENTS

Dear British Bike Enthusiast;

This is your invitation to the "Biggar British Bike Rally" to be held near Biggar Sask. on the weekend of August 2-3. We hope you'll bring your motorcycle and participate in the festivities. You'll be enjoying a wiener roast, a group ride, a gymkhana, a pancake breakfast and perhaps win the best of class award with your machine. (There will also be a class for non-British iron.) To top it all off we will have what should be a very successful swap meet. To help defray costs of awards, mailing and printing we ask a \$10.00 pre bike entry fee. Camping will be available on site. If you require hotel or motel facilities write J. Bennet, Box 703, Biggar, Sask., S0K 0M0. So please fill out the form below and return to:

The Biggar British Bike Rally
Box 270
Hague, Sask.
S0X 1X0

More specific details as to location and itinerary will be coming.

Name _____
Address _____

Bikes entered _____

AT a swap meet I'd like to find;

I'd be interested in buying a souvenir cap____,
T-shirt____?

SEE YOU THERE!!!

NOTICE: The Manitoba Antique and Classic Car Club will hold a swap meet on Sun. May 4 at Unicity mall 9am-6pm. Its free and non-members are welcome as vendors or buyers.

A.M.C.M. INC. MEETING

Our Next Meeting will be held on
April 28th, 1986, at the Rothman's
Centre, 1645 Inkster Blvd. at 7:30 p.m.

Following Meeting --- May 12th, 1986

Below is a list of Dates that our up-and-coming Meetings will be held in 1986:----

April 28th
May 12th
June 16th
July 14th
August 18th
Sept. 22nd
October 27th
November 24th
December 15th

Mark these dates on your Calendar???????????

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LIBRARY REPORT

The winner of the Feb. 24th Library Draw is Craig Kraft who won a quart of black paint and reducer. Many thanks to Rollie Cook for the kind donation.

Also the winner of the March 24th draw is Jim Simmons who won a case of pic-a-pop that was left over from our Social.

Many thanks to John Lowen, son of Irvin Lowen for the donation of the following books to our library:---

- 1970 - Triumph Parts Catalogue
Unit construction 40 cu. ins. Twins
- 1971 - Triumph Parts Catalogue
Models Daytona and Trophy
- 1971 - Triumph Parts Catalogue,
Trident T150
- 1972 - Triumph Parts Catalogue
Daytona and Trophy Models
- 1972 - Triumph Parts Catalogue
Bonneville, Tiger, and Trophy Models
- 1972 - Triumph Parts Catalogue
Trident T150 Model
- 1969 - Triumph Workshop Mannual 650cc Twins
Triumph Trident Workshop Manual
Three cylinder Model T150
BSA Workshop Manual
500 and 650 Twins

Also like to thank Greg Boudreau for the loan of the Harley-Davidson Service Manual, 1959 to 1969.

The following newsletters and magazines have been added to the library:---

- Classic Bike, February 1986
- Classic Bike, March 1986
- Supercycle, May 1986
- Vintage BMW Bulletin, Jan. - Feb. 1986
- Laughing Indian Riders, Spring, 1986
- The Retarded Spark, Omaha Chapter of the
Antique Motorcycle Club of America

Until then, we'll see you all at the next meeting.

Siggi Klann

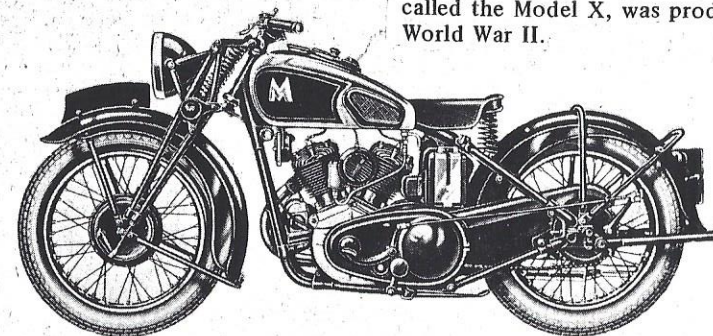
which was rough and half assembled was \$4350.00 and a decent looking but poorly assembled 1927 Ariel 500 was priced at \$3225.00. This all means I'm not overly optomistic but I'll get there sharp at 9:00 a.m. just in case!

How often have we been sorry for not acting or not acting soon enough on a bike. Last fall I passed up a 1930 Model M10 AJS. This is the O.H.C. 500cc racing bike. The crankcases were rough, but the remainder looked reasonable and complete. For \$800.00 it could have been mine. The other bike that took me 3 months to track down via various people was a 1930 X/2 990cc V Twin Matchless. It had sat in the fellow's basement since 1952 when it was called in for safety inspection. He just never got around to fixing it. This was sold 2 months before.... if I had only been prompter.... sigh!!

The house is going up for sale soon, but may take some time to sell. In the meantime, I hope I can find a couple of interesting bikes to bring back. Next time I'll move quicker(he says). A couple of machines from the thirties and a Velo Venom would be nice!

Bye for now, keep the rubber side down!

RANDY



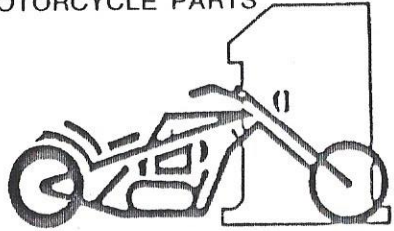
The big side-valve V-twin had been redesigned in 1929, and this model, called the Model X, was produced until World War II.

The 1937 side-valve 1000-cc V-twin was a popular mount for sidecar owners. These old flatheads were known for their low speed power, low maintenance expense.

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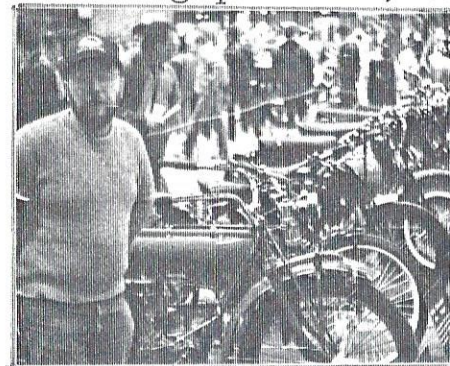
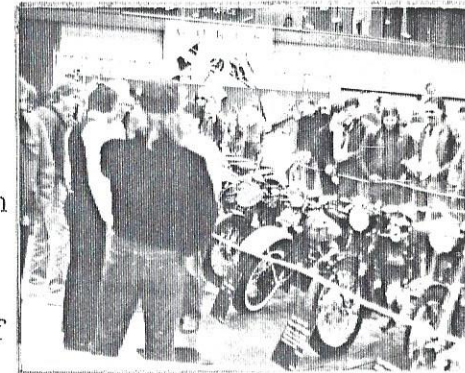
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CYCLE SHOW '86

This year's club display at the cycle show attracted lots of attention and interest. In spite of very short notice, six members contributed their bikes for public viewing. Dave Johnson made the arrangements for floor space and passes with the show organizers. Barry Sieb organized the set up of the display. The following people donated their time tending crowd control, answering questions, and preventing fingerprinting;



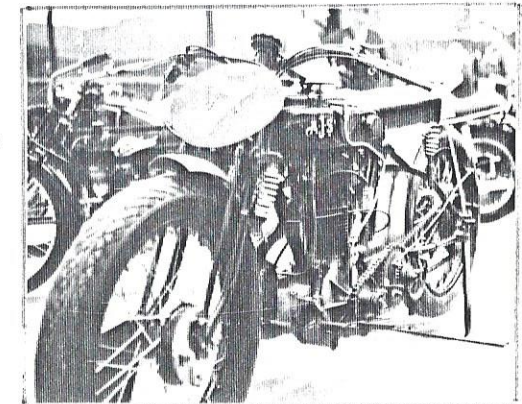
Robert Flynn
Keith Freeman
Jim Harrison
Dave Johnson
Siggy Klann
Craig and Peggy Kraft
Irv Loewen
Sandra Murray
Barry Sieb

Most of the membership dropped by at some time during the weekend. Jim Harrison donated the trophy for peoples choice and Chuck Murray won it for his 1942 Harley 45.

The Bikes of the Show

Tiny Robins' 1927 AJS
500 cc "Big Port"

This bike has been raced in Manitoba since the '30s and has a top recorded speed of 96.4 MPH.



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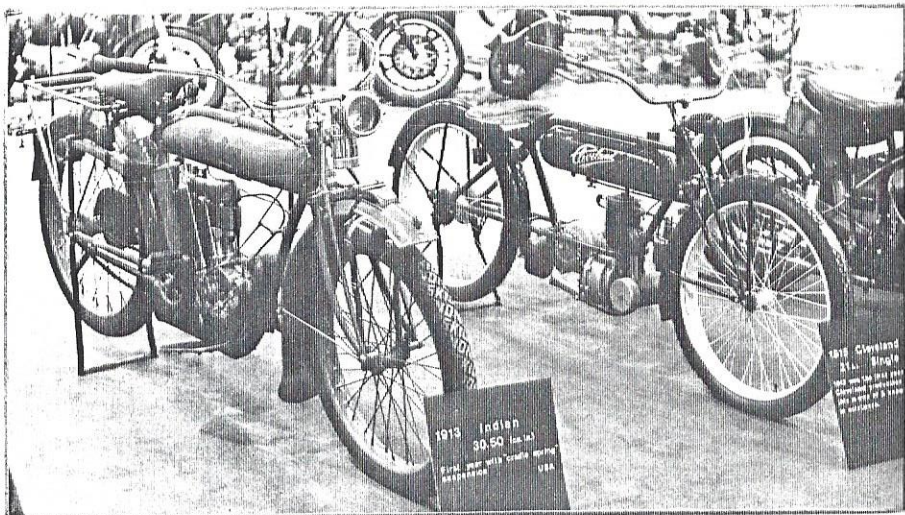
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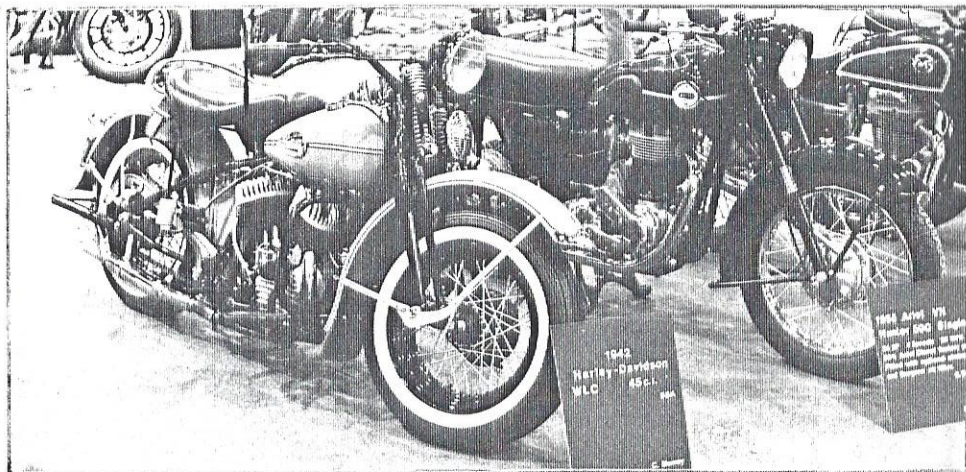
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Ross Metcalfe's 1913 Indian and 1915 Cleveland

This was the first year of Indian to have the cradle spring suspension. The model is a 30.50 featuring mechanically operated valves, mechanical oil pump, Bosch magneto and twist controls operating throttle and timing via linkage rods. The Cleveland is a 21 cu in single. 1915 was the first year of production and this is one of 3 known left in existence.



Chuck Murray's 1942
Harley-Davidson WLC

The WLC was the Canadian version of the 45. During WW II H-D produced 88000 45's.

Barry Sieb's 1956
Ariel VH Red Hunter
500 cc Single

This model developes 26 hp and does 90 MPH

A LETTER FROM RANDY MAUNDER

MELBY, Feb.27,1986

HI FOLKS!

Just a note from the other side of the pond. Spring will soon be upon us all, and we can look forward with anticipation to a new riding season. We all have, of course, been doing our winter homework and have our motorcycles ready. How often have we heard that last sentence? If you are human as I am, or think I am, then you've probably done as little as me. But when it starts to thaw and there is a hint of green, that's different! The old trusty G80 Matchless has been languishing in one of the outbuildings crying out for attention. It has really provided trojan service the last season, through rain and slop, cold and lack of warmth without missing a beat. After it was assembled from pieces two years ago, I was pleased with how oil tight it was. The 15 or 20 thousand kilometers shows however and it now weeps around the push-rod tubes and cylinder base. So it will be off with the head and barrel before the riding season which should start in May here. Winter is not that cold here, but spring takes forever, not Parkas to shorts weather in 2 weeks like Manitoba at times, but rather 2 months of gradually warming days.

Spring also means renewed activity in the way of swap meets. Herning in northern Jutland is the site for two annual swap-meets and March 8th is the first. This is a fair sized event, filling three halls of which combined would approximate the Winnipeg Convention Centre.

This event is frequented by many, including Germans, Swedes and Norwegians who make the pilgrimage. Prices tend to be quite high, by my standards at least. A rough bike for restoration would run about \$800.00, often missing numerous bits. Some bargains can be had however in the small boxes. At the last event two new amal de-compression levers were purchased for \$1.50 and a N.O.S. armature for an early lucas generator for \$15.00. A cylinder and bare head for a CS Matchless was pricey however at \$400.00. An Indian (Motorcycle) from the late teens

VINTAGE ICE RACERS?

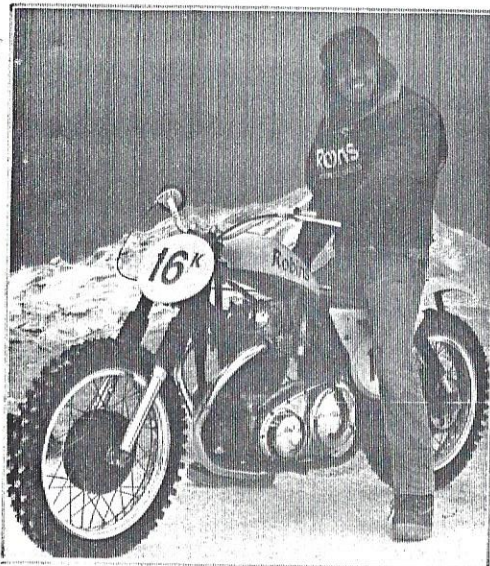


Craig Kraft can't quite get past Pete Charlton on the Norton

At the MMC sponsored ice races held in Hazelridge on sundays last winter, a Ducati and a Norton were brought out to join in the fun. Although the Ducati wasn't quite race ready (next year for sure) the Norton was raced and proved to be very competitive.

This got several of our club members thinking and talking about a vintage ice racing class...you only need 4 bikes to show up to

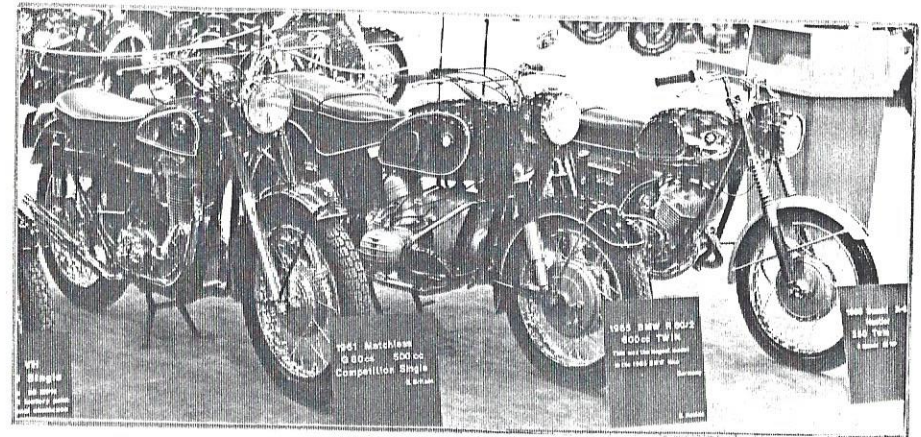
form a class. So if you have a vintage beater you don't mind dropping, or even spare vintage motor/tranny that would fit in a late style frame, start thinking about having it race ready for next January. Thundering down the straightaway to corner #1 amid a pack of classic four-stroke twins and thumpers would definitely qualify as fun.



Ted Hector aboard the Robins Norton twin



Ward Butcher's 450 Ducati



Robert Flynn's 1961 Matchless G80cs 500 cc Competition Single

Robert Hatton's 1965 BMW R 60/2 600cc Twin

Robert Hatton's 1966 Suzuki X-6 Hustler 250 Twin

Featuring hairpin valve springs and an alloy head and barrel. Produces 35 hp @ 6200 RPM.

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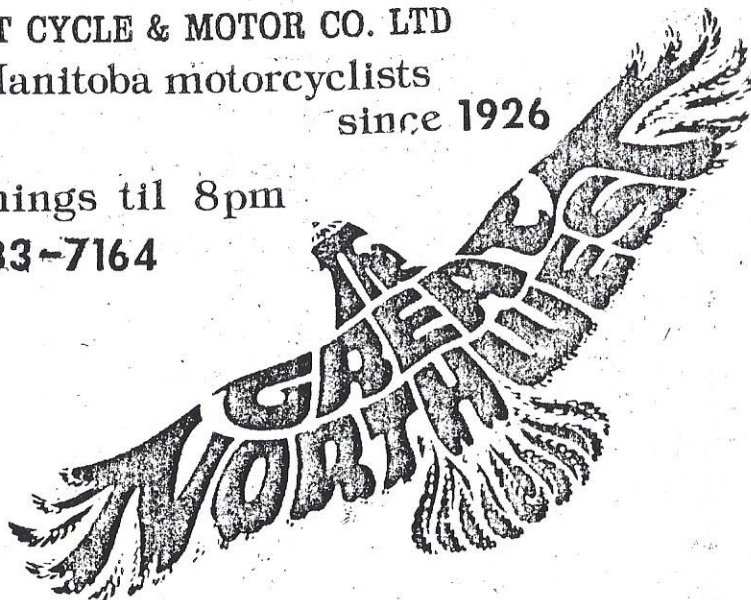
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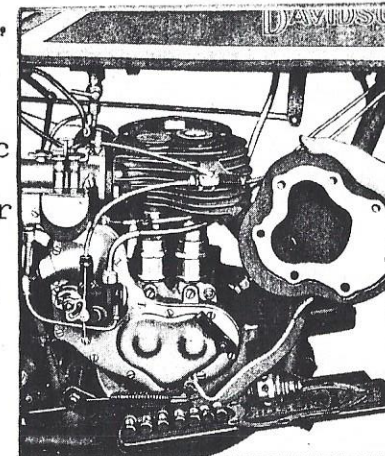
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Bert Bentley



Dave Johnson

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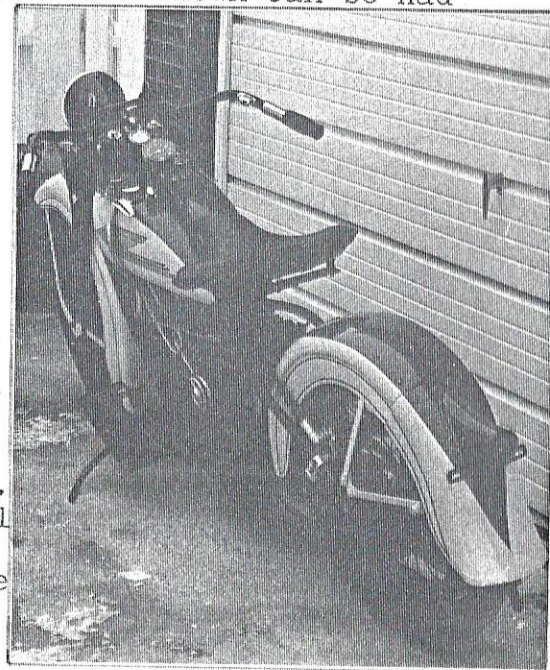
BERT BENTLEY'S 1934 HARLEY-DAVIDSON 30.50

(Last production year of the 500 cc sidevalve single cylinder model)

In 1931 I owned a 1929 Harley 45 and my friend "Yorkey" bought a new 1931 Harley 30.50 single. We rode many hundreds of miles together and had lots of fun. We raced, flat on the tank, time after time and my 45 wouldn't leave the single behind. I resolved then and there that I had to have one of these singles.

Time marches on. On February 9th 1966 I was in Tiny Robins shop, when I noticed the remains of a 30.50 Harley single engine on the floor. It wasn't complete, but it was a start towards my single. After negotiation Tiny parted with the engine for \$15.00. Not much progress was made on collecting parts until I started to attend the A.M.C.A. meets in Davenport and LaMars, Iowa.

I had to make a decision. The factory turned out the 30.50 single in two forms. The first was built using the 21" single running gear and was quite a light weight. Their 1934 brochures on the singles state "The model shown can be had with either a 21" or 30.50 cubic inch motor. A deluxe model with 30.50 cubic inch motor and slightly heavier frame and crown fenders is also available". My friend "Yorkey"s single had been the deluxe model so I opted for that. In fact the deluxe 30.50 single was actually a 45" model with the single motor. The single used a 1931 frame so that was my first requirement. One was located at Davenport in 1978.



JIM HARRISON'S 1946 ARIEL RED HUNTER

I have been asked to write a few lines about my 1946 Ariel Red Hunter. It is a 500 cc four-stroke single equipped with a girder fork, rigid frame, and four speed gear box.

Performance varies from day to day and seems to depend on the weather. The bike has been clocked doing 85 mph with throttle to spare but I don't know how much faster it might go.

The bike is still far from a perfect restoration but is much closer than it was in the first form I built it in.

I started with a frame in 1967 and built a bike by finding "basket cases" here and there. It had an aluminum front fender and part of a back fender. It was driven in that form in '68 and '69. I ran the engine low on oil once and by the end of '69 it was getting noisy.

In 1980, after much writing of letters, I had the bike on the road again.

It is now becoming rather grubby and I should smarten it up again.

Well, to all of my fellow club members, "Happy Motoring"

Jim Harrison

