

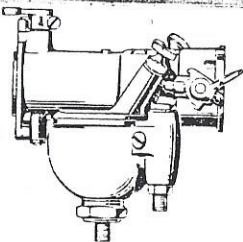
THE VL ENGINE

The side-by-side valve design was based on drawings by British engineer Henry Ricardo. The design increased compression ratio (5:1) and brake mean pressure by bringing the roof of the head down just clear of the piston and concentrating the compression space above the valves with only a small part of the bore overlapped by this space. This squish feature concentrated the mixture around the centrally located plug.

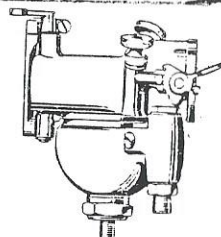
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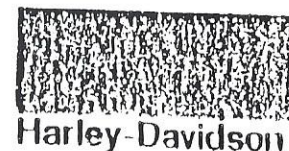
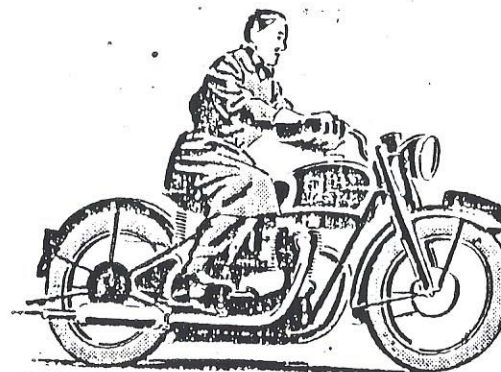
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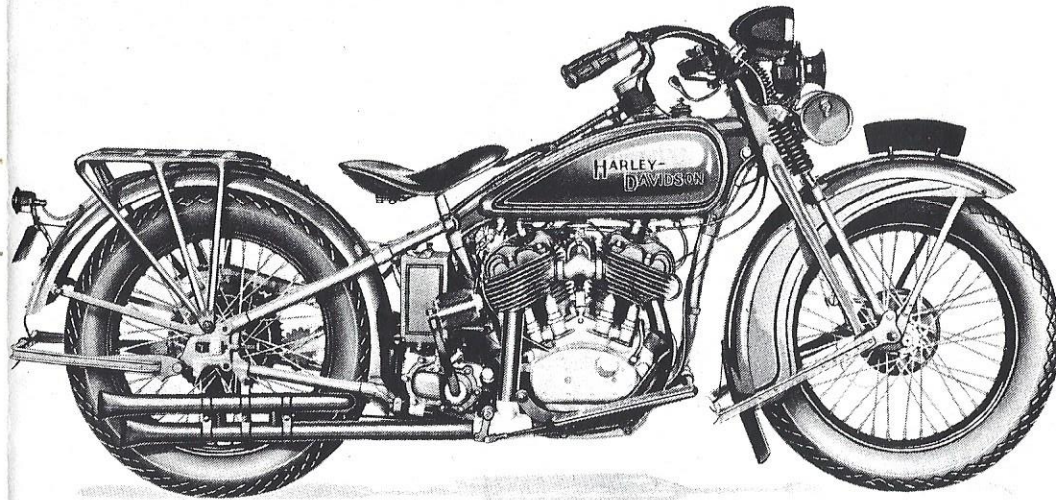
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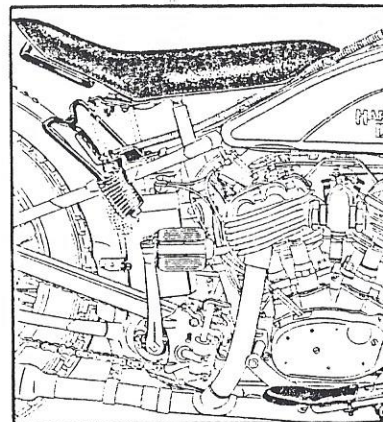
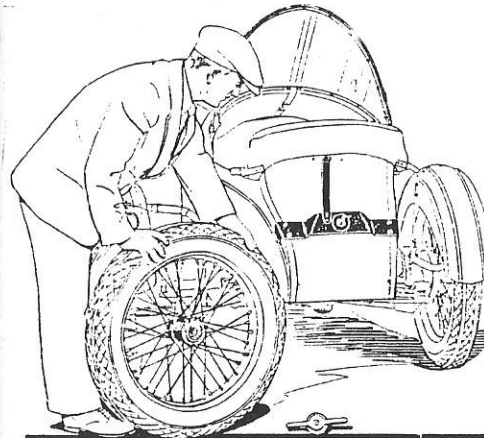
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In 1930, the man to beat rode a VL 74-inch flathead.

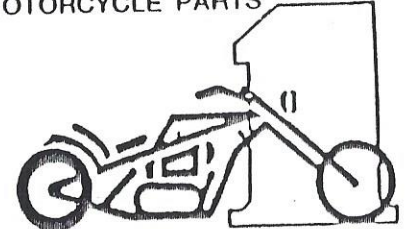


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A COMMENTARY

Our president, Barry, has forsaken his "56 Ariel for a Vincent.

As an Ariel owner I don't feel too terrible about this. If Barry feels the only decent successor to the Ariel is a Vincent, it doesn't reflect very unfavourably on Ariel.

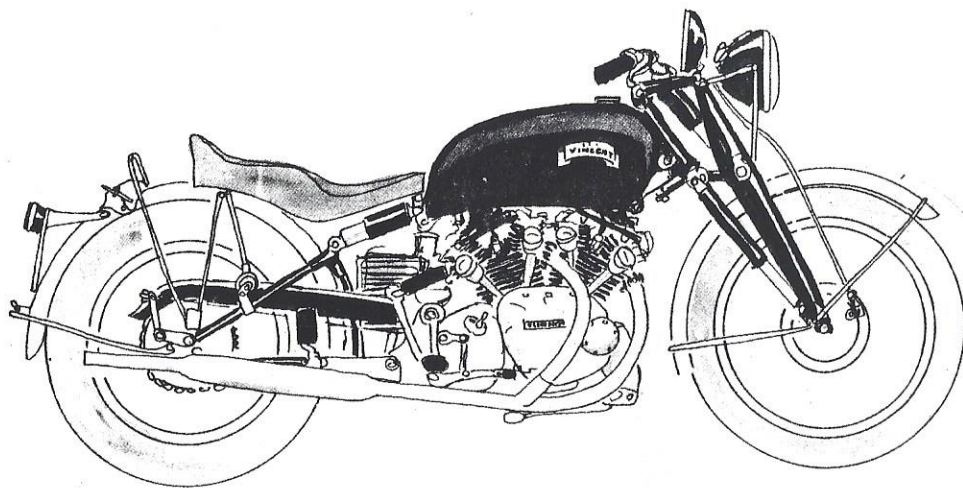
As for the new owner of the Ariel, I hope he decides to join our club. I am glad to see another Ariel enthusiast. After all, if I had all the fuel it would be hard for someone else to start a fire.

This isn't the only case of an Ariel owner deciding that, after an ariel, owning a Vincent was the only greater state of ecstasy...

I guess if someone wants to go from a single to a vee twin, these fellows may have a point.

Jim Harrison

P.S. If this letter attracts any responding correspondence Gary will probably be ecstatic as he likes contributions to Rust and Pieces.



EDITOR ----- GARY MacDONALD

Rust N Pieces is the Official Bi-Monthly Publication of THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA, INC. (Est. 1977) P.O. BOX 1074, Winnipeg, Manitoba, R3C 2X4

A NON-PROFIT ORGANIZATION

Advertisements, editorial submissions and other correspondence should be sent to this address. We welcome art, photographs and manuscripts. Sufficient postage and self-addressed envelope will guarantee review and/or return of submissions. The staff of RUST'N PIECES will make every effort to take care of unsolicited materials, but cannot be responsible for damage in the mails, nor do they assume any responsibility for return or safety of same.

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Secretary -----	Irene Robins
Treasurer -----	Irvin Lowen
Librarian -----	Siggi Klann
Activities Manager -----	Dave Tissot
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COVER PHOTO

It's a VL, of coarse...1934. A little beat up. Needs some air in the rear tire.

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A.M.C.M. INC. MEETING

Our next meeting will be held on
June 16, 1986, at the Rothman's
Centre, 1645 Inkster Blvd. at 7:30 pm

Following Meeting---July 14, 1986



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*Fri June 20
7:30 pm

*Sun June 22
12:00-1:30 pm

*Thurs June 26
7:30 pm

*Sun June 29
12:00-1:30 pm

*Wed July 2
7:30 pm

*Sun July 6
12:00-1:30pm

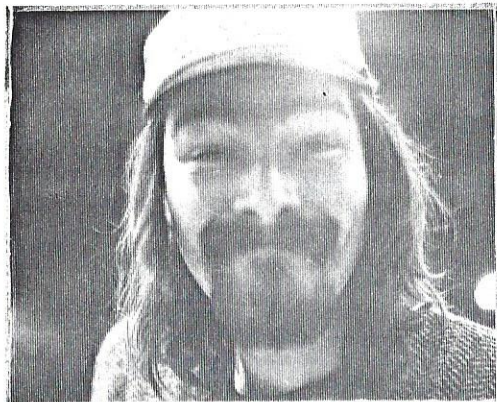
*Tues July 8
7:30 pm

*Sun July 13
12:00-1:30 pm

More dates to be
announced in
July mailer.

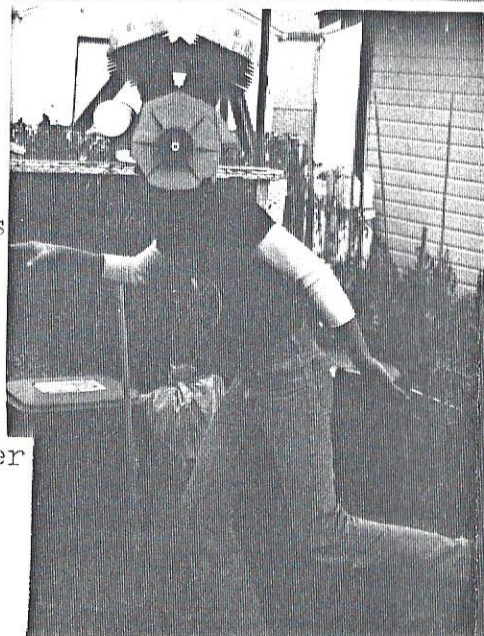
For more info
call Dave
Tissot at
832-4547 or
Craig Kraft at
669-6047.

EDITOR'S NOTE



VL's VL's VL's VL's VL's
Harley VL's. I love "em.
Maybe I'll feature nothing
but VL's from now on.
Wouldn't that be nice. I
think so. What's that?
There should be some variety
But all I know is VL's.
Well...OK. You give me a
write-up on your bike(pre-
71, of course) and I'll print
it in the newsletter, even
if it isn't a VL. Throw in

a couple of B&W or color
negatives of your best
pictures of it as well. Or
maybe you like VL's as much
as I do. I know someone with
a '30, and someone else with
a '35. I've got sales broch-
ures and dealer's info sheets
from each of the 6 years of
VL. I have hundreds of pages
of interesting service and
maintenance info. I could
do a History of the VL,
several different versions.
We could rename the newsletter
VL's 'n Pieces...



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A.M.C.M. INC. MINUTES - MAY 12, 1986

The Meeting was called to order by the President, Barry Seib. The Minutes of the previous meeting were read. Motioned by Rollie Cook, seconded by Mike Baraschuck that the Minutes be adopted as read. Carried.

There were 24 Members present with one guest - Jake Houtop.

Barry Seib thanked and asked for a round of applause for the Committee in charge of the Spring Run.

EXECUTIVE REPORTS

TREASURER - There is \$2,690.00 in the Bank. Spring Run's net cost was \$101.00, but there is still money from the returned bottles to come back.

LIBRARY - No new magazines or newsletters. A T-Shirt and Canadian Bike Magazine donated by Chuck Murray will be the library draw. Balance in the Library Fund is \$156.23.

EDITOR - Rust'N Pieces will cost 51¢ this month. Gary MacDonald going to look into a cheaper rated.

PUBLICITY - NIL

ACTIVITIES - NIL

PROPERTIES - NIL

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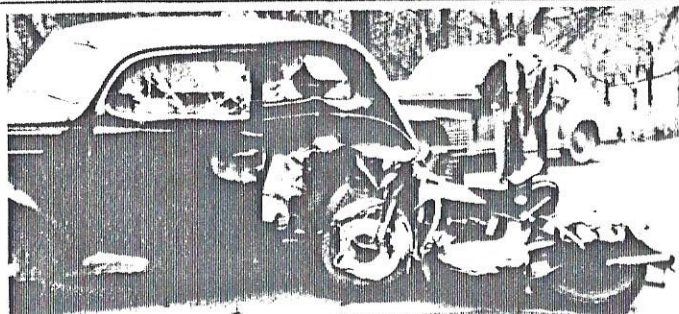
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R3J 0G8

OLD BUSINESS

Barry Seib phoned John Kilguor re. Motorcycle Insurance. The A.M.C.M. is authorized to appraise the Bikes. So when you have them appraised, see John Kilguor for Insurance. Vintage Plates are for Bikes 30 years or older and are available at the Vehicle Branch, 1075 Portage Avenue. Ed Pauch said that any agent can sell extended insurance, but he would like to see us go to John Kilguor of Kilguor-Bell Insurance as John did a lot of work on our behalf. To use Vintage Plates

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we have to have a Run or "Putt" around the Park in the Newsletters. They can also be used to go to the Gas Station or to your Mechanic's.

Chuck Murray's three-Motorcycle Trailer was brought up and after a discussion, Chuck withdrew his offer.

Tiny Robins said he spoke to the Breakaway Staff re. the A.M.C.M. and they are quite interested but that it would be later as their program goes off the air for the summer.

At the Spring Run there was a representative from Molson's on his Bike. He was going to look into the Mugs for winners this year. Publicity to look after this and Siggie to let Dave Johnson know about this.

Keith Freeman won the slalom event with a time of 12:29. One of the highlites of the day was getting a chance to ride Tiny Robin's 1927 AJS. Nobody got the old racer up to 96 mph but Dave Tissot gave it the best try.

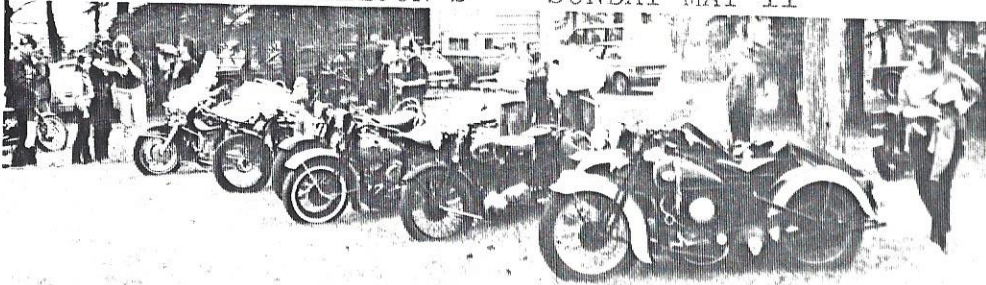


The Ellisons were presented with a beautiful clock for their hospitality over the years. Ross Metcalfe did a fine job picking their gift..



THE SPRING RUN

to: TOM ELLISON'S SUNDAY MAY 11



A good time was had by all participants in this year's spring run. There was plenty of food, fun and games, and a little something for those who wished to imbibe. Chuck Murray was the hero of the games on his 1942 H-D WLC, winning the Kick Start Contest, the Barrel Push (feet up), and the Slow Race. No easy feat with a foot clutch. (sorry about the pun) Host Tom Ellison won the Push Back and Start Contest. Glenn Pesclovitch rode the plank consistently on his Norton. Chuck Murray got Peoples Choice and Gary MacDonald got the OLDEST BIKE RIDDEN AWARD for his beautifully restored 1933 HARLEY-DAVIDSON 74 ...

NEW BUSINESS

Dave Tissot motioned that the Corn Roast Date be September 13, 1986 and that the Spring Runs to be the last weekend in May without any compromise. Seconded by Siggie Klann. Carried.

Crests -- Wes Gauley got prices on the small embroidered crests which will cost \$5.75 each or \$5.30 if we purchase 26 and these will be sold at \$7.00 each (in advance). Dave Tissot motioned to order 26 Crests. Seconded by Glenn Pesclovitch. Carried.

Barry Seib called an Executive Meeting for Thursday, May 15, 1986 at his house.

Barry Seib said that since the Minutes of the Meetings are in the Newsletters and Rust'N Pieces and All Members get copies, that we could By-Pass the reading of the Minutes every Meeting. This was motioned by Glenn Pesclovitch, seconded by Siggie Klann. Carried.

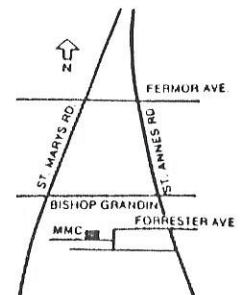
Irv Lowen reminded the Members that if they want Crests, to pay their \$7.00 to him and the Crests will not be ordered until we get enough money in.

A motion to adjourn was made by Rollie Cook, seconded by Dave Tissot. Carried.

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We are located on Forrester, just off St. Annes Road and Bishop Grandin.

For further information call; Jim at 632-4710 or Graham at 774-1767.

EXECUTIVE CONCLUSION:

M.M.C. Corn Roast is September 13th, 1986 at Woodlands, so ours will be a closed Antique Club Event. (ie. Club Members may bring their Family and any Guest who arrives on a Motorcycle at least 15 years old.

We have decided to spend more Club time and resources on events specifically involving old Motorcycles and less on other events. The time allotted to discussion of events not involving old Motorcycles will be especially limited. More time will be devoted to actual discussion of members' old motorcycles and events where old motorcycles are actually there.

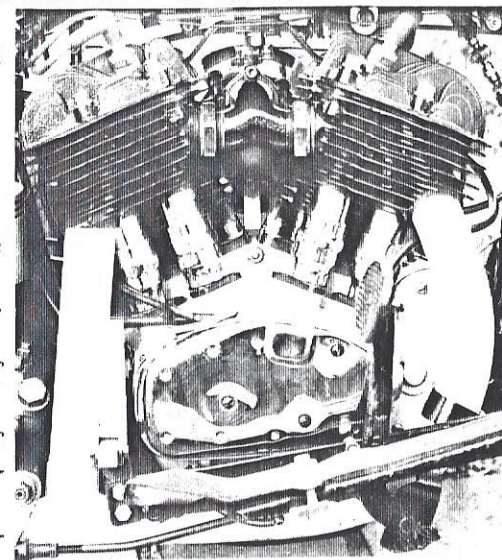
Club Business meetings will begin at 7:30 and end at 8:00 p.m. wherever possible; discussion of club business will be limited, to achieve this result.

This will allow more opportunity for Summer Rides and actual discussion of old Bikes after 8:00 p.m.

Barry Seib

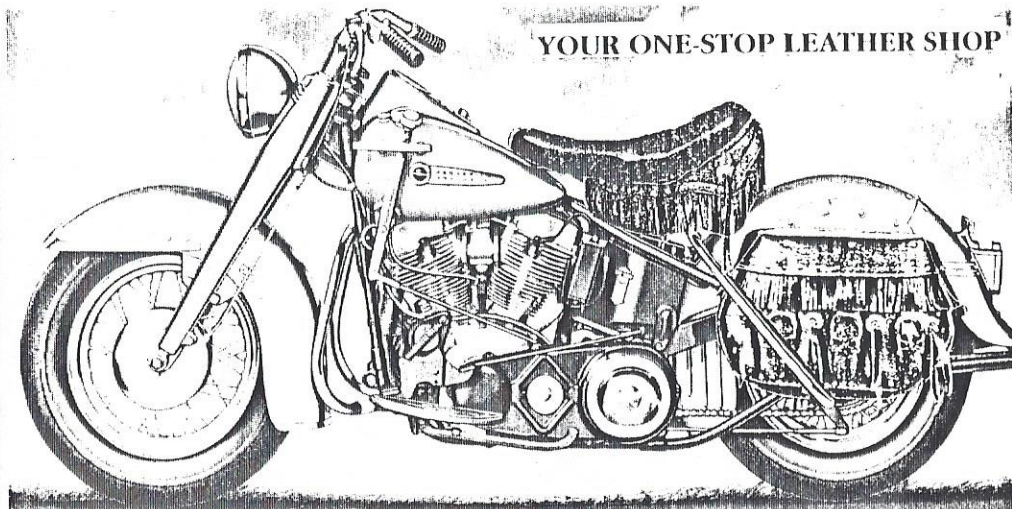
Oil flows slowly through the main bearings and then blows out the crankcase breather. This gets very messy. At 60 mph it uses 1 quart/125m but oil mileage improves dramatically at lower speeds. The valves are tractor valves with the stems machined.

An interesting feature of the 1933-34 models was taper ground cylinders. The bore was .005" greater at the bottom of the cylinders than at the top. As the cylinder heated up greater expansion occurred at the top and the bore became straight. My version uses straight ground cylinders and aluminum slotted pistons.



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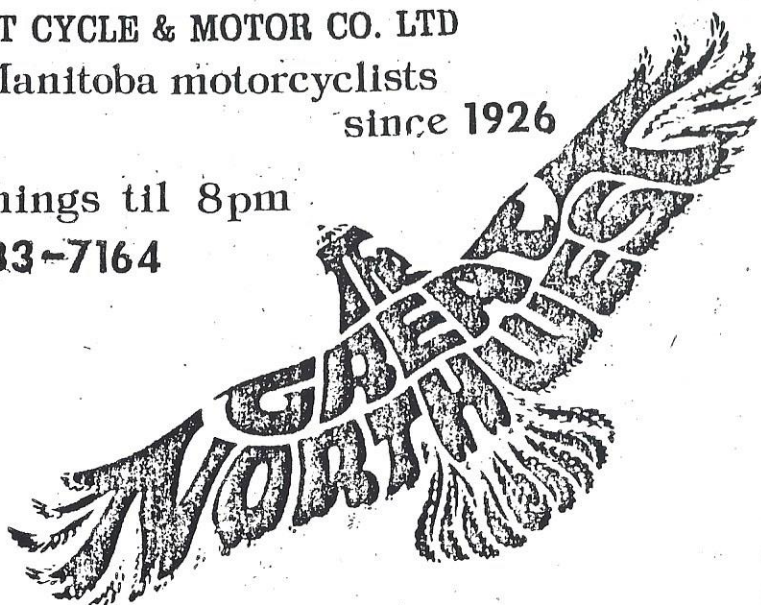
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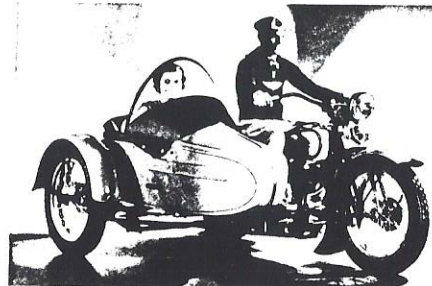
ROSS METCALFE'S

1936 74 cu.in. HARLEY-DAVIDSON VL with SIDECAR

"The VL series of 74 cu.in. V-twin Harley-Davidson formed the Milwaukee-based company's top-of-the-line model from 1930 through 1936. Representing as it did the typical heavyweight American motorcycle, its only rival during this early classic period was the Indian Chief, both competing in the Depression era for a sluggish market during a time when motorcycle interest in the United States was at a very low ebb."

Since I sold my 1943 Harley-Davidson to Gus Lipps some years back (since then it has been bought by Don Halfyard), I've had my eyes open for an American-made motorcycle with sidecar. At the time, Kris and I were expecting the arrival of our first son, Cory (who I might add rarely misses an old motorcycle function). Like any expectant father, I was planning for the future. That's right..If I was going to continue to ride a motorcycle, I would now need a sidecar. I proceeded to closely read Hemmings and answer ads all over America. For a couple of years I couldn't negotiate the right machine..Then a couple of years ago my good friend, Bert Bentley began the restoration of a 1936 VL H-D. Within a few months he had it restored and secured the proper sidecar. Boy did I drool every time I went over for a visit to see a new piece added on. Of course I told him the obvious about seven million times, "If you ever want to sell it, let me know."

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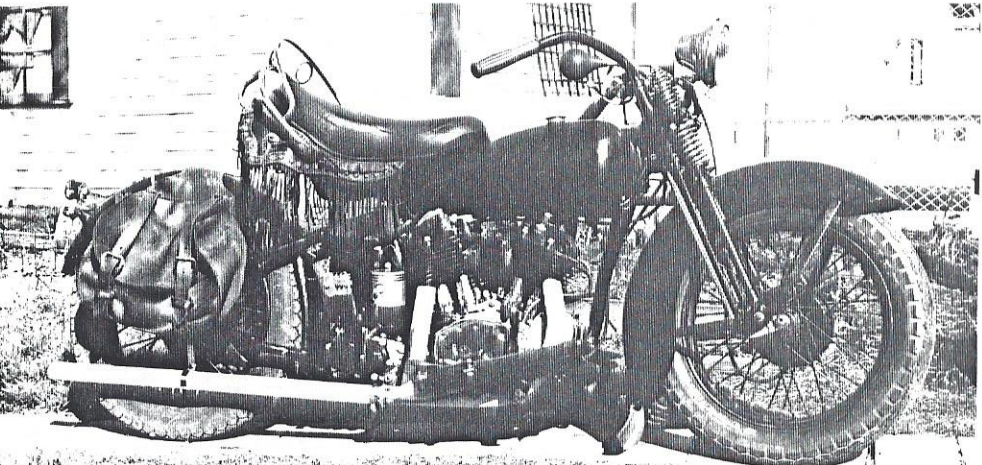
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This first version is pictured on the center page. The bike made it to Sturgis SD without incident, but then I bent a shift fork while riding in the hills. The only component to fail was also the newest one...the rest of the bike was obviously rejecting this newfangled tranny. So at Davenport Iowa last fall I picked up a 1927 tranny. The old guy who was selling it said "If you want to take them nuts off the top, lift the lid and check that the gears are good...it will cost you \$50. If you just buy it without checkin inside...it will cost you \$35. Are you a gamblin man?" I looked at the nuts on top. They hadn't been turned in a long long time. He had no idea what it looked like inside either. I gambled. The tranny happened to be good.

I also got better gas tanks and handlebars in Davenport. The new improved version is pictured on the preceding page. The headlite is off an old car. The piston ignition switch behind the rear cylinder is not stock. The straight pipe is very quiet. The engine features total oil loss.

During 1933 Canada and the U.S. were in the depths of the depression and not too many people were interested in buying motorcycles. In that year Harley-Davidson only produced 3700 motorcycles...their lowest production from 1910 until the present..Only about half of the 1933 product was sold domestically. In view of these facts I was pretty lucky to pick up a 1933 engine in Whitehorse (Yukon) in 1980. The guy I bought the engine from said he got it from a machine shop in town and that it had a pulley on it..The gear train was in good shape ,but otherwise it needed a total rebuild. In 1981 I bought the rolling chassis, a NOS rod set, and .050 over pistons from Harold Eide in Minneapolis. The version which was on the road last year had gas tanks from Massachusetts and a '66 tranny which was adapted to the frame with surprising ease.



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About a year went by and I was attending an old car funtion and over walked Bert. He asked i if I was still interested in the old Harley. Interested??? I offered to place a down payment signed in my own blood and throw in my second born on the spot. He assured me that a suitable price would be negotiated and that he could wait until the banks were open for business.

Bert had saved yet another old bike from the graveyard and Cory and I have had a whale of a time over the past three summers. Every morning Cory would wake up, grab a helmet and stand at the back door demanding his ride. Now its younger brother Tyler's turn to go through the same ritual. Perhaps you've seen us around town or at the spring or fall run. Onone occasion, Cory fell asleep in the sidecar just inside the city and slept all the way to Choquette's. (An old Harley is not the quietest piece of machinery.)

The Metcalfe family-Kris, Cory, and now Tyler

thoroughly enjoy our rides through the park in yet another nostalgic piece of Winnipeg vintage machinery.

p.s. Perhaps I'll need another sidecar outfit, after all, Cory has already laid claim to his and why shouldn't Tyler have his own too? Right Kris? Honey, darling....



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