

FOR SALE OR TRADE:1912-14 Flying Merkel gas tank and engine parts.

BSA D-7 Super Bantam 175cc 2-stroke single, rolling chassis in very good shape, however engine missing some internals. Craig Kraft (204)669-6047.

FOR SALE:1970 Norton Commando S750cc. Approx 5500 miles. \$1200. Dave Johnson, 943-2000 page 7572.

FOR SALE:1963 Triumph Tiger Cub. Call John at 253-8128

FOR SALE:1931 Harley-Davidson "45", 99% complete, 75% to 80% condition. Bike is in Edmonton Bert Bentley has seen this bike. Good running condition, picture available. Asking \$3500.00 Ed Pauch 832-0255.

FOR SALE:1968 BSA 650 Lightning, stock, stored 10 years. 257-4179.

FOR SALE:1950 Triumph Speed Twin 500cc. Many NOS parts. 257-4179.

\*\*\*\*\*

COVER PHOTO:1912 J.A.P. Special, 61 cu in, OHV. Scotsman J.A. McNeil built this machine for use on the boardtrack motordromes. He removed the fins from the lower portion of the barrels and drilled porting holes around each cylinder. The ports opened when the pistons were  $\frac{1}{4}$ " from BDC, the theory being that exhaust gasses escaped more rapidly. Modern technical hindsight explains the resulting power improvement as a crude supercharging effect. Regardless of the explanation, such open-ported machines set the speed standards of their day, while the resultant noise and thick smokescreen from the pressure-oiled cylinders imparted a definite Baron von Richthofen atmosphere. At night, the effect was even more spectacular, as blue flames busily surrounded the engine works and riders legs.

Other features of this machine include direct drive and Indian racing front forks.

(from American Racing Motorcycles by Jerry Hatfield and American Racer by Stephen Wright)

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

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### IMPORTANT NOTICE

AFTER THE NEXT MEETING (AUG 18) THE BOARDROOM AT ROTHMAN'S WILL NO LONGER BE AVAILABLE FOR USE BY CLUBS. THIS MEANS WE NEED AN ALTERNATIVE MEETING PLACE AS SOON AS POSSIBLE. PLEASE BRING YOUR IDEAS TO THE NEXT MEETING.

\*\*\*\*\*

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WANTED:speedo for 47 Chief. 100 mph. Willing to pay \$125 US. Does not have to work or say Indian. Phone Dave Tissot (204)832-4547 bet. noon and 1pm Manitoba time.

WANTED:Harley Wide Glide front end to fit 1961 "74". 257-4179.

WANTED:one set of con rods for A65 BSA and std pistons (cheap). Ed Kanski-589-5517.

WANTED:parts for 1947 BSA C11 250cc single (or close to that year). Front fender, tool box, tank emblem(s), muffler, etc. Interested in any thing related. Wes Gauley-586-6147. Best time to call between 10am-1pm.

WANTED:for a 1911 Flying Merkel V-twin, free engine pulley, exhaust pipes, muffler, cutout, Heighter carb, sight glass oilers, 36 hole clincher rim (28x2½), Messinger no.4 Standard or no. 3 calvary saddle, hand oil pump, motor frame clamp, exhaust valve spring collar, or any parts for a 1909 to 1911 Flying Merkel V-twin belt drive.

exhaust pipes, center stand and tank dash for 1940 Indian Scout.

rear axle, rear brake drum backing plate, chrome 16" rim with star hub for Harley 45.

chain guard, literature, manuals, photos of 1949 James 98cc Model 1F.

complete engine or bottom end for BSA D7 Super Bantam (two stroke 175cc)

tail light, centerstand or any NOS parts for a 1966 Harley-Davidson Sprint Model H 250.

"Amal" handgrips for 1969 Royal Enfield 750

also any literature, manuals, brochures, etc on any of the above bikes.

extended springer, girder, or tube front end. Must have a narrow triple tree stem (to fit Harley 45 steering head).

Craig Kraft (204)669-6047.

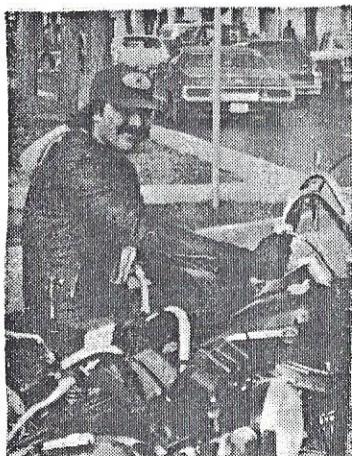


## PUZZLE



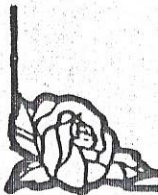
Who does this garbage can belong to?

The first person to give the editor the correct answer wins a 50 ml. bottle of Canadian Club.



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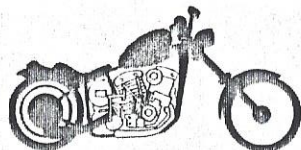
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## A.M.C.M. INC. MINUTES - JULY 14, 1986

The Meeting was called to order by the President, Barry Seib. The Minutes of the previous meeting were adopted as in the Newsletter by Ray Houde, seconded by Chuck Murray. Carried.

There were 22 present with 2 guests (previous members) who joined again.

Rod Orchard and Derrick Orchard - Ariels

Barry Seib apologized for missing the last meeting.

### EXECUTIVE REPORTS

Treasurer - There is \$2,517.00 in the Bank. No outstanding accounts. The Spring Run cost us \$85.00

Library - A few new books and newsletters

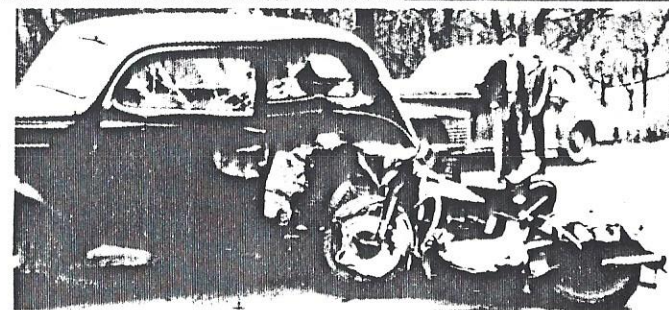
Activities - Dave Tissot wondered if anyone has been going to the Park???

Publicity - NIL

Editor ---- NIL

Property -- NIL

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

## OLD BUSINESS

The Thresherman's Reunion is on July 26th, 1986. Trucks and cars are welcome to follow the 15 years or older Motorcycles at a slight distance behind.

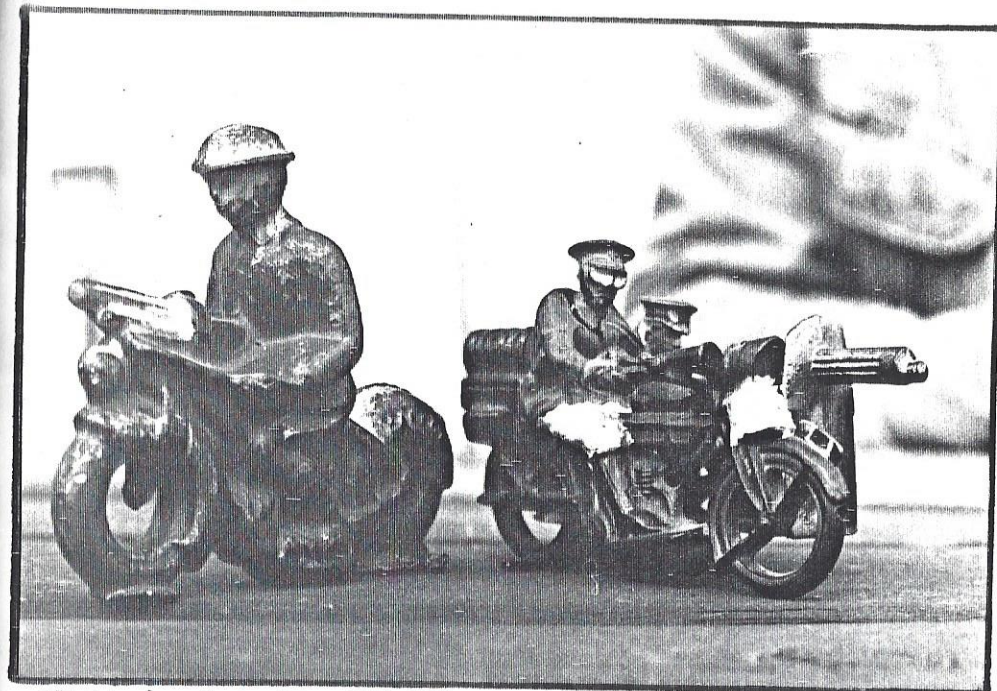
Motion that we discuss at the previous meeting, the requirements of the Events coming up was made by Chuck Murray, seconded by Dave Tissot. Carried.

The Corn Roast to be Sept. 20/86. Dave Tissot motioned that we carry on as usual (a combined event), seconded by Don Westiuk. Carried. One Member plus one Guest.

A discussion followed regarding a "FUN" Run of our own with a swap meet. Club Members only or guests with old Machines.

Motioned by Tiny Robins, seconded by Don Westiuk that the meeting adjourn. Carried.

NEXT MEETING -----AUGUST 18, 1986



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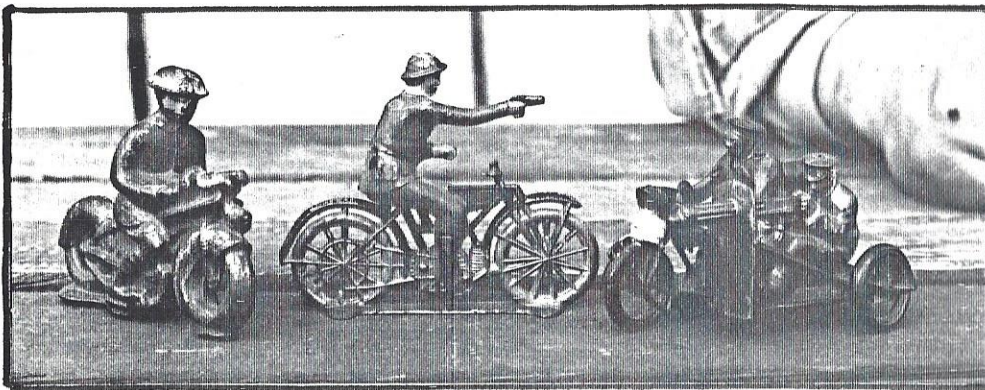


## MOTORCYCLE MINIATURES

I've always dreamt of owning dozens of antique motorcycles, and although that dream has sort of come true in a small way, I can't ride any of my collection, mostly because all of these bikes are under a foot long.

Some are tin, lead, cast iron, rubber and steel...and all are toys. Gary has photographed a few of my favorites and I'll briefly describe them in the next few issues.

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## REPORT ON THE FARMINGTON NATIONAL ANTIQUE

### MOTORCYCLE MEET

by Ross Metcalfe

On the second weekend of June, Siggy and I loaded up his truck with parts and want-lists and headed down to the good ol U.S. of A.

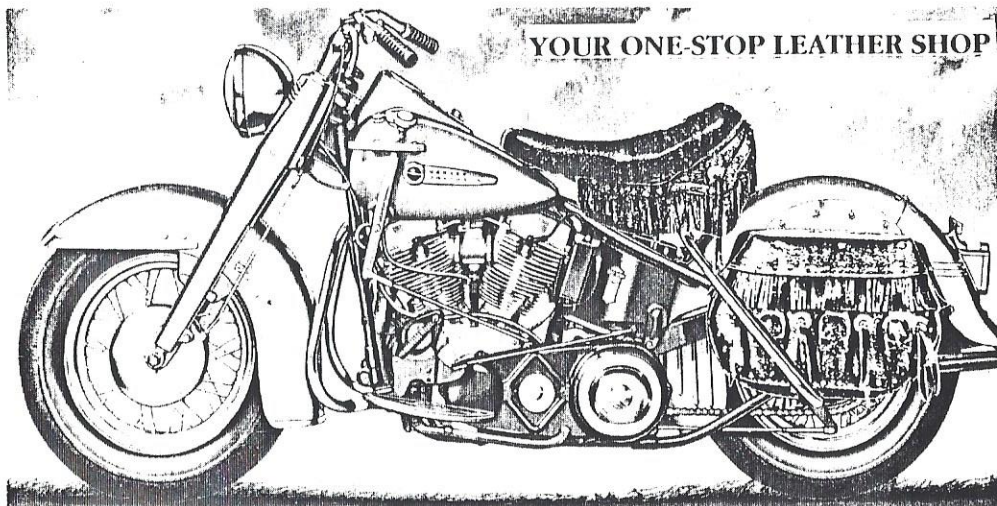
Siggy was sitting in my yard on Thursday awaiting my arrival home from work. Upon my arrival at 5 pm, I quietly changed, kissed the wife and kids goodbye, and was off on a parts hunt.

The first six hours saw us arriving 50 miles south of Fargo, dreaming all the way down about Indian Jr. Scout parts and 1903 Indian tidbits. After a 26 of rye and good ol motorcycle gossip we turned in ready to hit the highway en route to Farmington.

After a good breakfast we cruised into Farmington about 1:30 in the afternoon. Immediately we hit the flea market only to see that the Bentley's had already scooped us. Friday was to

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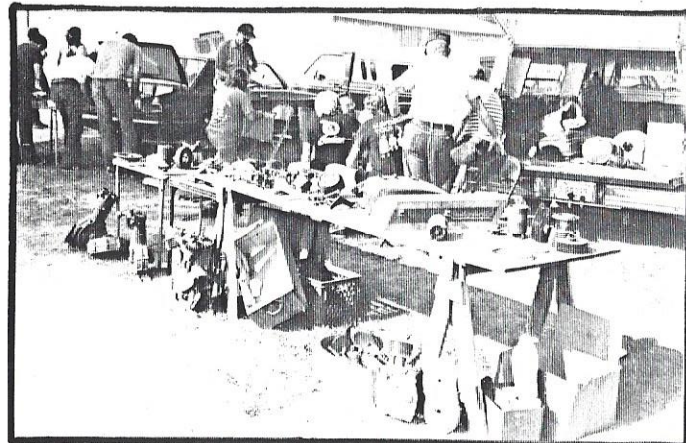
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be a wonderful day of parts and motorcycle sight seeing. Until the arrival of the "Blues Brothers". One wonders how these two vagabonds got across the border Farmington locked up its young women and liquor and the weekend

survived. Yes, Alex and Irv had taken the US by storm.

Saturday was strictly set aside for 11 hours of fleamarketing. Oh boy, what a bonanza! If you were into VL's you would have had a heyday. Also if you were building a military H.D. 45 you need not have looked any further. The evening was topped off with a banquet which couldn't be beat.

However, the weekend had a huge dark cloud. Not the one that rains but the one of ill fate. On Saturday afternoon while shopping, Alma Bentley tripped and broke her leg. Bert and Alma had to fly back to Winnipeg out of Minneapolis while Alex Grant drove the VW home. We sure hope Alma is recovering well. No doubt Bert will be restoring the leg.

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MARTIAL ARTS SUPPLIES

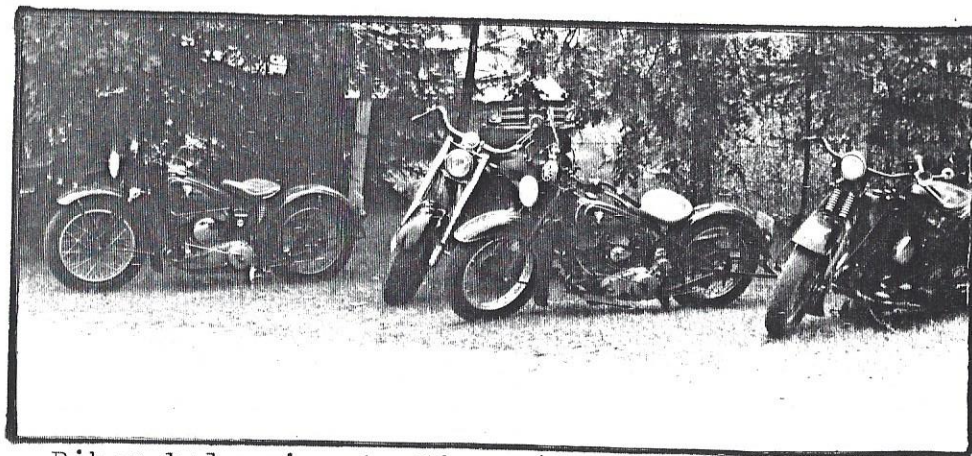
LARRY TARDIFF

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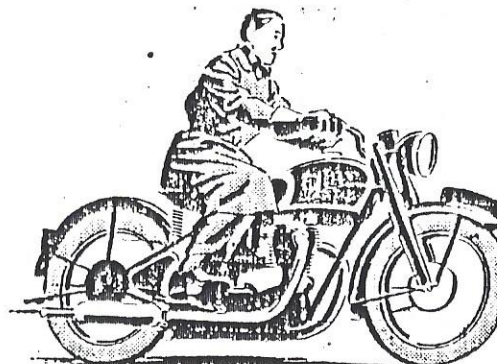


Bikes belonging to Siggy (the Indian) Klann, Dave (the Indian) Tissot, Irv (the Indian) Loewen and Gary (the Editor) MacDonald. Yes, three Indians are almost a match for one very old Harley.

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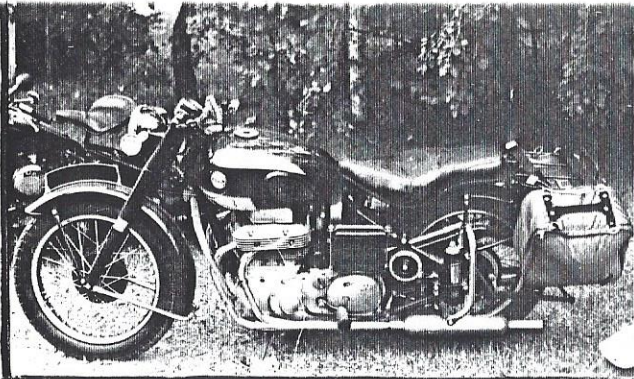
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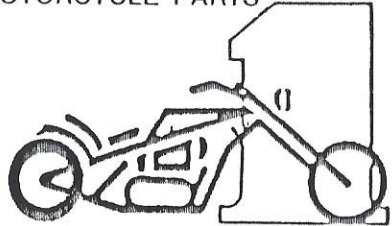
Jim Harrison's  
Ariel Square Four  
Sounds like a  
Honda 750 but looks  
8000x better.

Keith Freeman's  
BSA. Keith and  
his wife rode from  
Riding Mountain  
to attend.

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(How about it Bert-a little white lightning)  
On Sunday, Siggy and I took one last romp  
through the flea market looking for any hidden  
treasures. I found a couple of mag timing gears  
for my 1913 Indian for \$500. Then at noon we were  
both asked to judge, I the oldies, Siggy the  
middle of the roads. We awaited the awards cere-  
mony and hopped into Siggy's truck. By midnight  
that night we were home.

If you've got some time this fall attend Daven-  
port, Iowa. You wont regret it. If not you can

come with me  
next June down  
to Minnesota  
again.

\*\*\*

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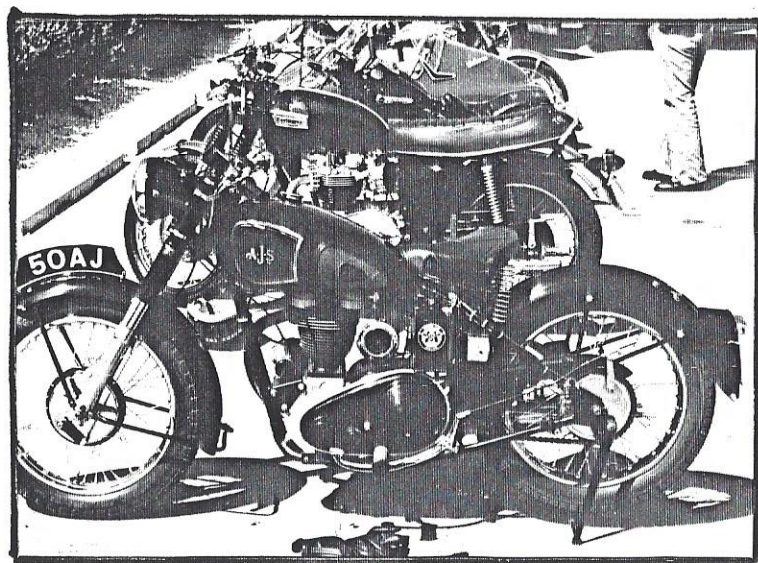
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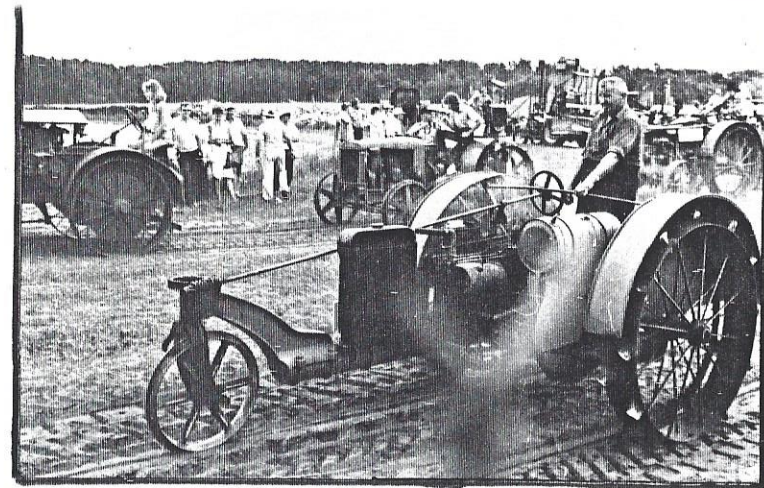






Not more than three years ago, if someone would have mentioned the name Albert John Stevens it would have meant absolutely nothing to me. Then one day in the winter of 1983, on the advice of a friend, I went down to Wheelsport Kawasaki to investigate a 350 AJS single which was there on consignment. Thus began my affiliation with, and love of, AMC singles. Needless to say, I purchased the bike that winter. It was originally owned and beautifully restored by club member Randy Maunder. The bike was found by Randy in the back yard of a north end home under a pile of boards, which was where it was rescued from the ravages of numerous Winnipeg winters.

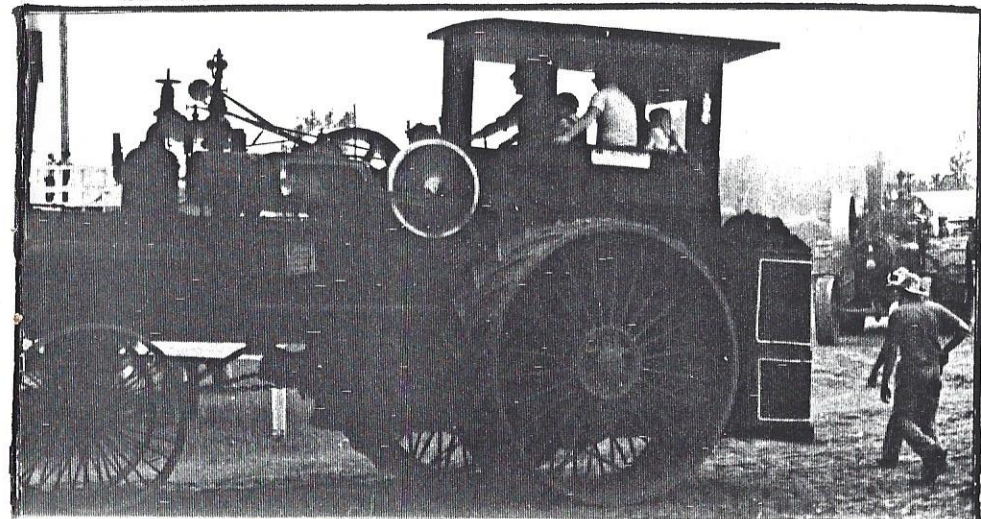
Being that Associated Motorcycle were Badge Engineering, AJS and Matchless in this year of production, its Matchless counterpart is the G3L with virtually the same specifications. The 348cc capacity motor is neatly tucked into a rigid frame which utilizes the AMC patented "Teledraulic" front suspension which at the time was considered one of the best. With a seat height of only



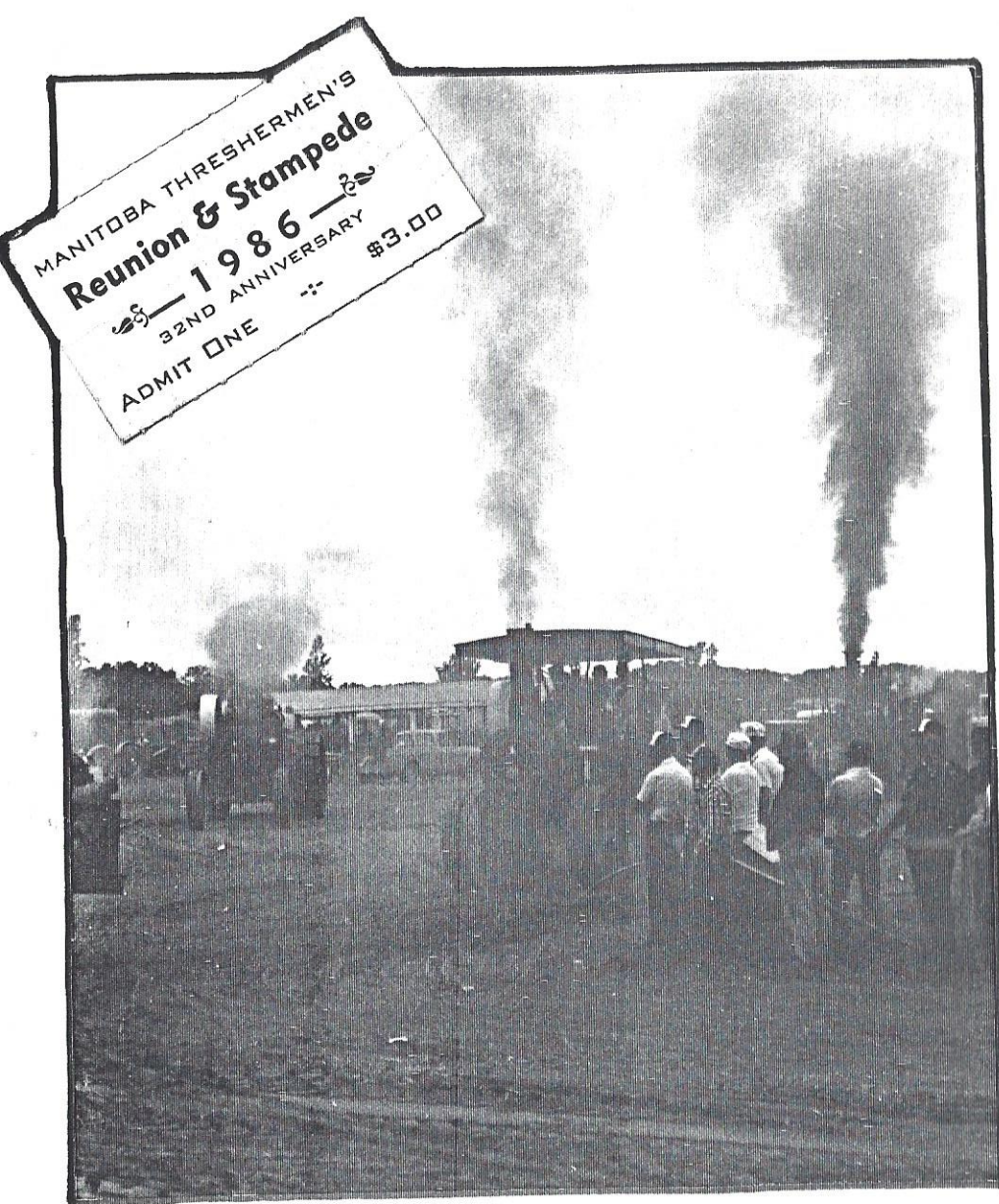
"Let those who ride decide" Early trike cools real good in a cross wind.

We stopped in Portage for some more of the same, and to gas up. It was here that Len Hardys Vincent experienced minor technical problems and had to be taken back to Winnipeg. We then proceeded to Austin and parked our bikes at the entrance road to the fairgrounds, where they attracted plenty more attention.

In the fairgrounds the display of old farm machinery was incredible. The highlight of the show was watching the monstrous old steam driven tractors plodding through the mist with a steady "chuff-chuff" while belching clouds of black smoke, like some bizarre rush-hour in an H.G. Wells novel. After the show the group retired to the Macgregor Hotel to quaff some brews.







### March of the Titans

Saturday July 26: In spite of heavy skies to the west, six vintage bike riders and a healthy support group showed up at the Headingley Husky for the Thresherman's Reunion Run. After several hours of eating, answering passerby's questions, and general dilly-dallying we headed out.

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30 inches and a dry weight of 344 lbs. the 16. BHP (at 5600 RPM) in that 350 provides a superb and surprisingly snappy ride for a comparatively small machine. The proper color for all AJS rigid singles from 1945-51 is black with gold pin-stripe accents and tank decals although I did learn that in 1949 an export model with a chrome plated and crimson tank was produced to appeal to the overseas market. The 16M, as with all motorcycles, underwent a series of mechanical changes, and serial number suffixes to denote those changes. It eventually evolved into the Model 16 which was manufactured until 1966, the year of the demise of Associated Motorcycle.



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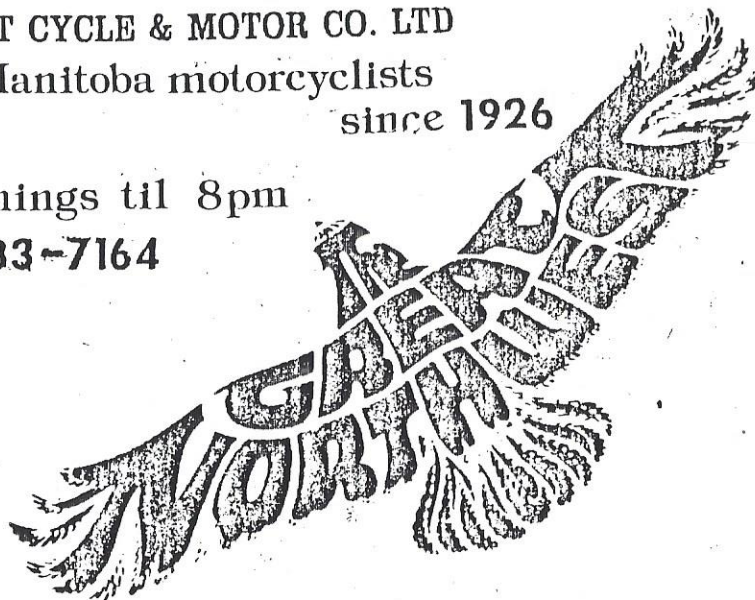
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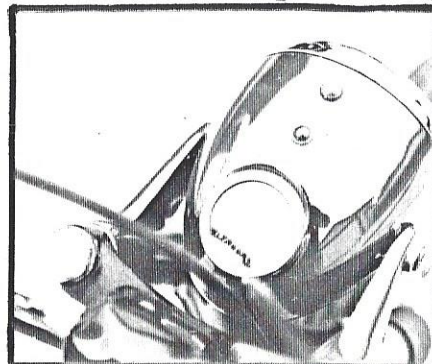
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even though the bike was made by Aermacchi in Italy the Americans wanted no mistaking the brand. The snorkeled air cleaner indicates a flat track styling. Thats not where the Sprint stops being different though. The kick starter is on the left side and the side stand is on the right!

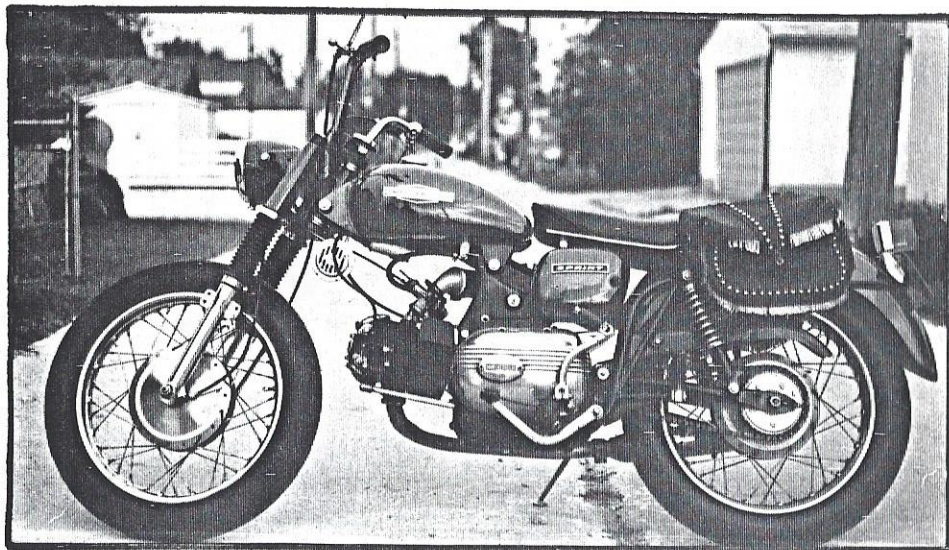
The little thumper is quite peppy for its size, it's loud and when the throttle is backed off it sounds like a high performance popcorn machine!

Well I hope I've given you all a fairly good

and simple description of my little Sprint and like I promised I didn't get into the technical hoo-ha like telling you about the Sprint's 271 lbs or its 38 tooth rear wheel sprocket or the....







"Its difficult to know where to start when asked to do an article on one of your bikes. Do you bore folks with technical garble or get to the basics and tell it like it is? I mean I know I could tell you that the Sprint Model H has a four-stroke, single cylinder wet sump engine that produces 21 BHP at 7250 RPM and has a bore x stroke of 2.5984 x 2.835, but I won't. And I know I could tell you it has a 15 cu in displacement, a four speed constant mesh tranny and a compression ratio of 9.4:1, but I won't do that either.

Sticking only to laymans terms and uncomplicated details, I will tell you the bike is bright orange which is a stock color with the exception of a white panel and pinstripe. The gear and timing covers are emblazoned with the Harley-Davidson name, as is the mirror, footpegs, handgrips and footrests. I guess

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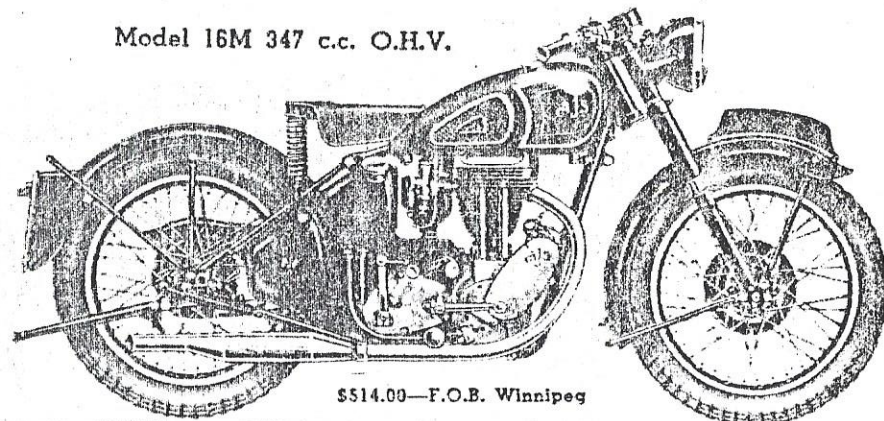
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Of any of the bikes that I have owned and ridden, none have provided me with the feeling that my AJS does when winding down the road (paved preferably) on a cool autumn morning. The responsiveness of such a fine handling machine and the thumping reliability of that big single are justification for my addiction to singles.

The AJS, from its humble beginnings on Retreat Street in Wolverhampton, England to its eventual takeover and unfortunate end in 1966, is a motorcycle steeped in character and history. Perhaps the foundation for future articles.

Glenn

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