

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.



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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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COVER PHOTO: Irv Lowen riding the plank. Headingley, 1936.

CONTENTS

AMCM MINUTES	5
BREAKFAST IN DAVENPORT	11
INDIAN UPRISING	13
IRV LOWEN'S 1936 SPORT SCOUT	14
SIGGI KLANN'S 1940 SCOUT	18
THE M/C TOYS OF CRAIG KRAFT	20
SCENES FROM DAVENPORT 86	22
ANTIQUE AND CLASSIC EXCHANGE	29

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ANTIQUE AND CLASSIC EXCHANGE

WANTED:Harley 45 parts, WLC, tanks, fenders, head-light, etc. Call Glenn at 582-8876 aft 5pm, Wpg
WANTED:Advertisements and literary contributions /photos for the AMCM newsletter. This is your club and your newsletter. Get involved. Phone Gary at 669-1643 after 7:00 pm. (or else more VL's)

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)

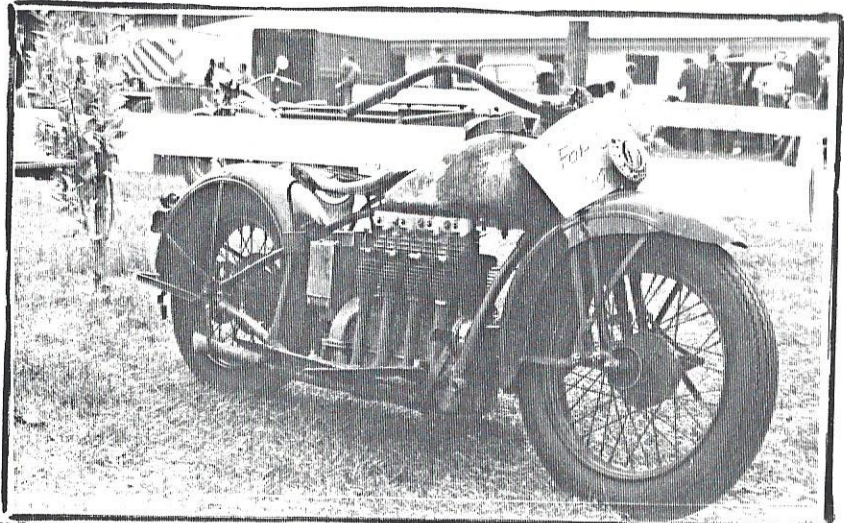
tail light, centerstand or any NOS parts for a 1966 Harley-Davidson Sprint Model H 250.

"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.



"1929-31 Henderson for sale. \$4000." Cheap for a Henderson, and this one looks complete. The original Henderson was produced by William and Thomas (Henderson, of course) from 1912 to 1917. Will Henderson was a pioneer in the development of all-mechanical valve operation and wedge-shape combustion chamber design in the intake-over-exhaust (IOE) type engine during the era of T-head engines and atmospheric inlet valves. In 1917 the brothers accepted an offer by Ignatz Schwinn to purchase the manufacturing rights to the four and they became employees of Schwinn's Excelsior Motorcycle Co. Following a series of disagreements with Schwinn, who wanted to change the four to a flathead type engine (to reduce production costs), the brothers quit and formed a new company (Ace). The Henderson-Excelsior was then produced as a flathead until 1929, when Schwinn reverted back to the IOE design...a tribute to the soundness of Will Henderson's original design. The resultant "K-model" Henderson-Excelsior of 1929-31 was the fastest ever. Production ceased in 1931.

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A.M.C.M. INC. MINUTES - SEPTEMBER 22/86

The Meeting was held at Woodhaven Community Centre and was called to order by the President, Barry Seib. The Minutes of the previous meeting were adopted as in the last Newsletter by Rollie Cook, seconded by Ross Metcalfe. Carried.

There were 24 present with 3 guests --

Curtis Erlendon - '75 Harley

Greg Nix ----- BSA, TRW, Enfield - some in baskets

Also another fellow (I did not get his name) with a Harley-Davidson

EXECUTIVE REPORTS

Treasurer -- Irv Lowen said we have \$2510.00 in the Bank. Final results on the Corn Roast not yet in. We collected \$146.00 and should break even.

Editors - NIL

Library - Siggi Klann has new mags, newsletters, etc. in the library. Irv Lowen donated a Motorcycle Book. Siggi bought some books from the Davenport Meet which cost \$170.00. There is \$31.09 left in the Library Fund.

OVERDUE books to be brought in before Dec. 31, 1986. There was a discussion about listing the names of members who have overdue books in the Rust'N Pieces and maybe start to fine them. This was left for another month.

Activities - Dave Tissot was pleased with the last couple of outings and with the Corn Roast. Irv Lowen praised Dave for his P.A. work at the Corn Roast.

Gary MacDonald - Oldest Bike on the Corn Roast Run.

Irv Lowen ----- People's Choice with his 1936 Indian Scout.

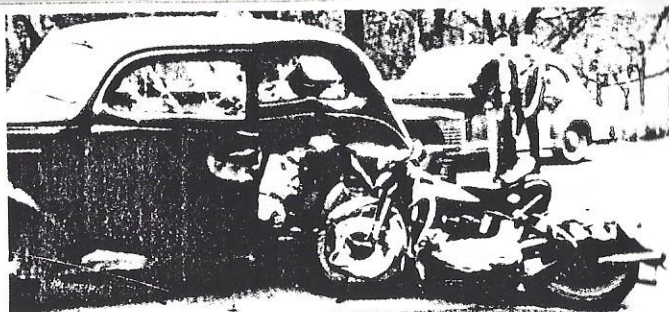
Irv Lowen ----- Oldest A.M.C.M. Rider on the Run.

Craig's Thursday Nite rides to Lockport have been pretty well attended.

Property - Craig mentioned that Dave Johnson said that Abate has donated drums and tables to the A.M.C.M. Craig to look after the storage of these.

Publicity - Nil

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Craig is looking after the Medals and Ribbons.
The First Motorcycle restored and ridden to an A.M.C.M.
event was Irv Lowen's - 1936 Indian Scout.

OLD BUSINESS

The small Crests to be ordered by Wes Gauley.

Discussion on our Meeting Places:----

Woodhaven Community Centre - \$20.00 per month.

Labatt's -- No deal

City of Wpg. -- No deal

Salisbury House on Broadway Avenue - personnel training
centre -- Marginal - last resort

Ski Club - Rent \$15.00 per month, \$5.00 for a silex of
coffee. Available on a continuous basis

Canoe Club - Willing to help. \$35.00 per month
including 30 cups of Coffee each month on a
continuous basis. Otherwise \$40.00

Freight House - Barry has not pursued this.

M.M.C. Clubhouse - Free - only heating during winter.

Shakey's Restaurant - Craig to look into this.

Man.Sports Federation - 1700 Ellice Avenue at King Edward
Street. We would have to join C.M.A. as a Club
for \$20.00 and also have 8 individual members
join. Bob St. Goddard the person to contact.

COMPLIMENTS OF

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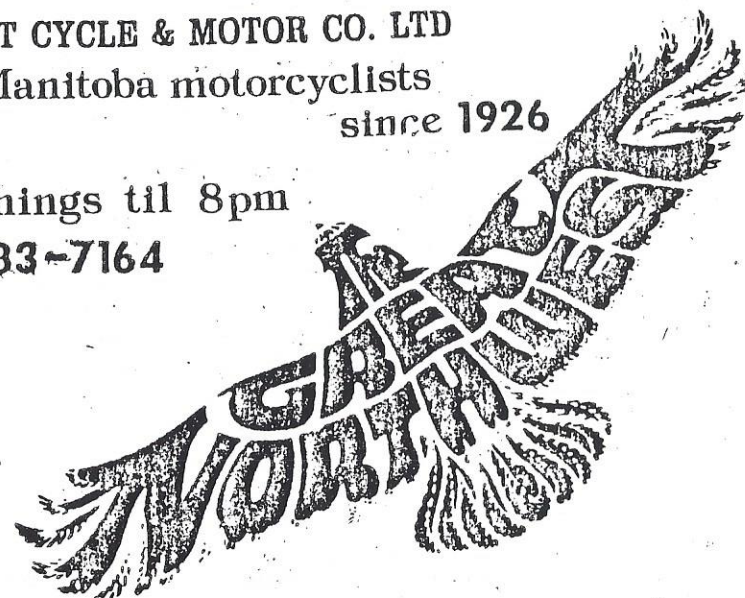
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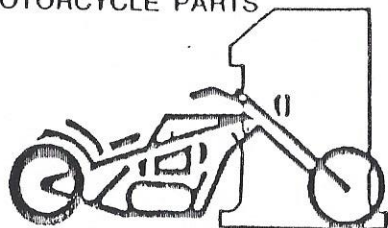
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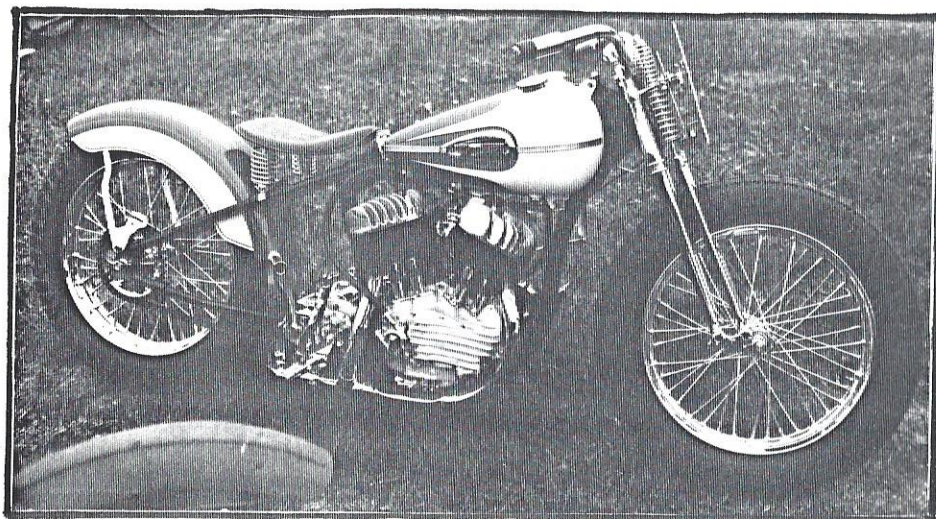
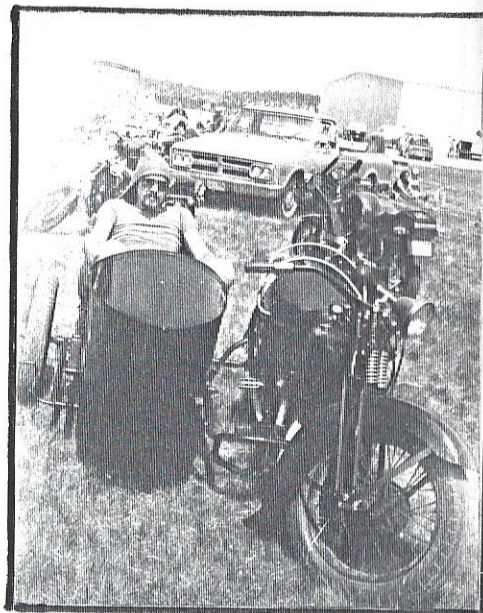
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Harley WR racing 45. The engines in these looked like the same slug used for military and civilian service, but in actuality produced over twice the horsepower. The heads and cylinders were ported and had much deeper finning. The lower end and entire valve train ran in ball bearings. Valve timing was far more radical and the pistons actually "popped up" out of the cylinders at the top, increasing compression in the head.

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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.

Ross Metcalfe suggested we book a place for October, November and December 1986 and look for another place for January 1st, 1987.

Motioned by Don Halfyard that we take a vote on either Woodhaven or the Freight House.

Woodhaven ---- 4
Freight House- 7

Tiny Robins to phone Dave Johnson re. the Freight House. If we cannot get it -- then Woodhaven.

NEW BUSINESS

Abate is having a Swap Meet on Nov. 22, 1986. See Craig re. getting tables.

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330 ELGIN AVE.



Ross Metcalfe reminded everyone that the Club will be ten (10) years old January 1st, 1987. Also whether we should get a 10-year anniversary pin. We should have an anniversary do on the first meeting of January 1987 and Siggie to look after the Cake again.

Also have a party or social in the middle of January - at Bourkevale Community Centre - if possible, to celebrate the annivers

Barry Appointed Dave Tissot as Chairman of the Committee to look after this event, along with Keith Freeman, Donald Halfyard, Don Werstiuk and Craig Kraft.

Barry Seib organized the Fall Run which was a success. He got legal advice and had a Waiver drawn up to protect the owner of the land. This cost \$50.00. Don Halfyard motioned that Barry be reimbursed for the Waivers. Seconded by Dave Tissot. Carried.

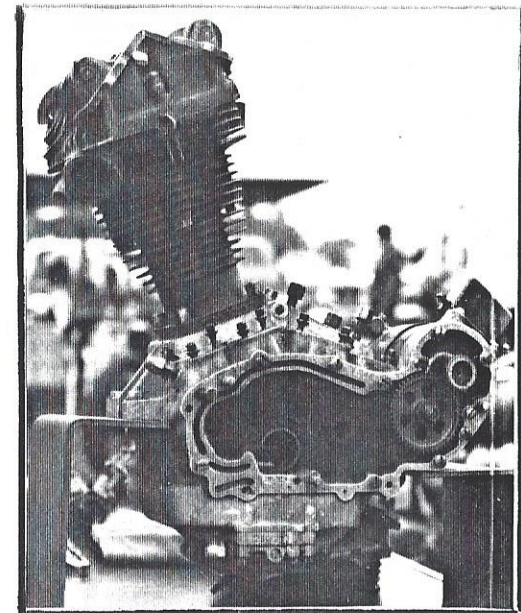
Don Werstiuk motioned to adjourn. Seconded by Keith Freeman.

Before this motion could be carried Irv Lowen motioned that any surplus money from the coffee collection go towards the rental of the Clubhouse. Seconded by Ross Metcalfe.

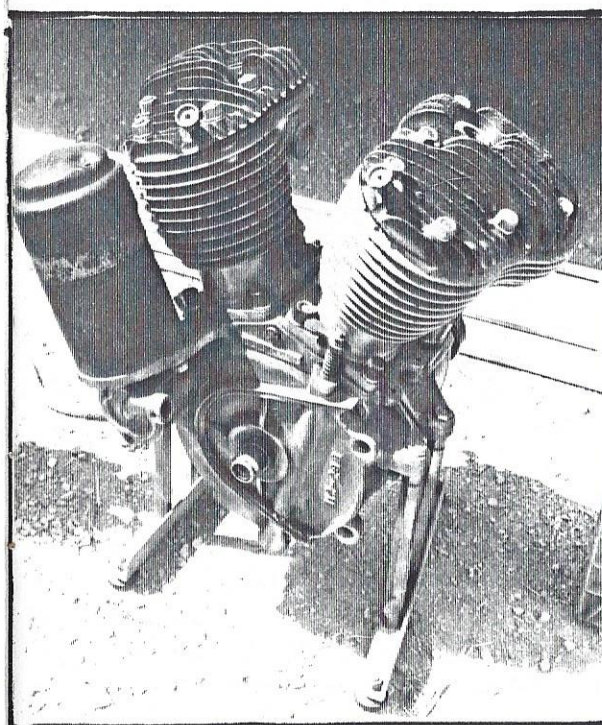
8 Also was suggested it going towards the library. This was opposed.



Yes, even JAP scrap was available.



Definitely H-D 45 crankcases but the OHV top end is a mystery. The owner had no idea what it was from.



A 1930 Harley DL engine. Jokingly referred to as the "three cylinder Harley" these first 45's were produced from 1929 to 31. The generator was driven from the timing chest by a bevel gear on a shaft. Incidentally, on this particular specimen, the valve covers were solid brass (not visible in this view).



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Irv's Motion was carried.

Discussion on having another event before the Snow falls.
Barry Seib has been asked about a garage hopping event.
Ross Metcalfe volunteered his garage. Could possibly ask
Bert Bentley. Let Craig know if interested.

Finally the above adjournment Motion was carried.

Irene Robins

Secretary

NEXT MEETING -- OCTOBER 27th, 1986 - FREIGHT HOUSE
7:30 p.m. 200 Isobel Street

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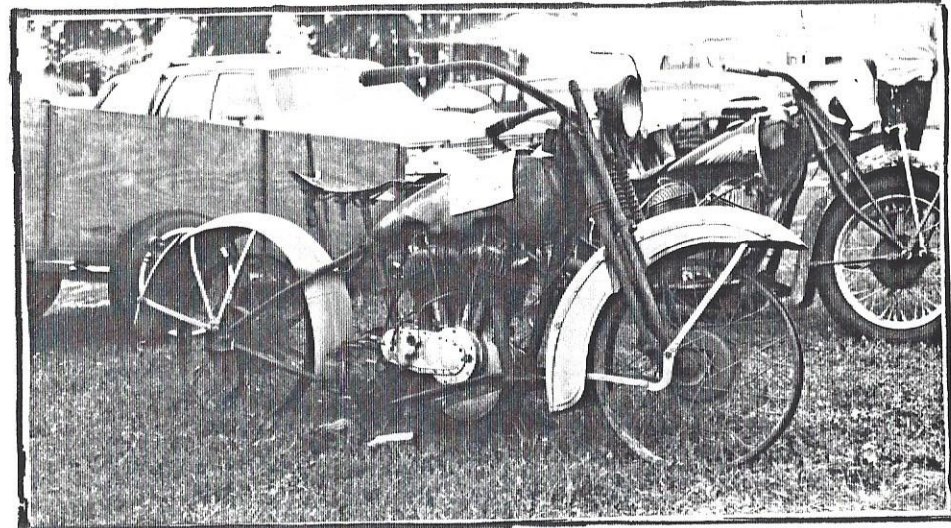
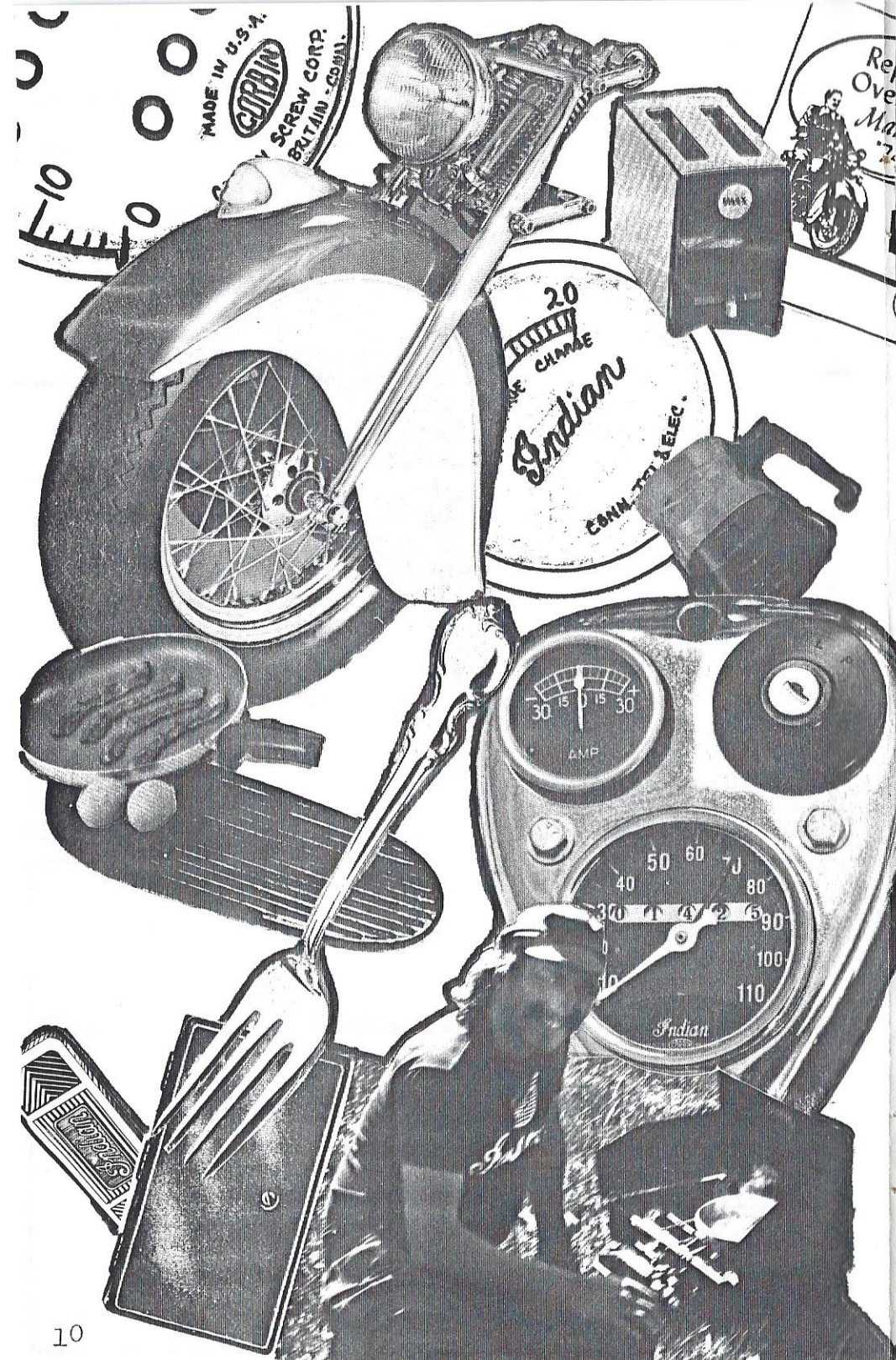


Dave Johnson

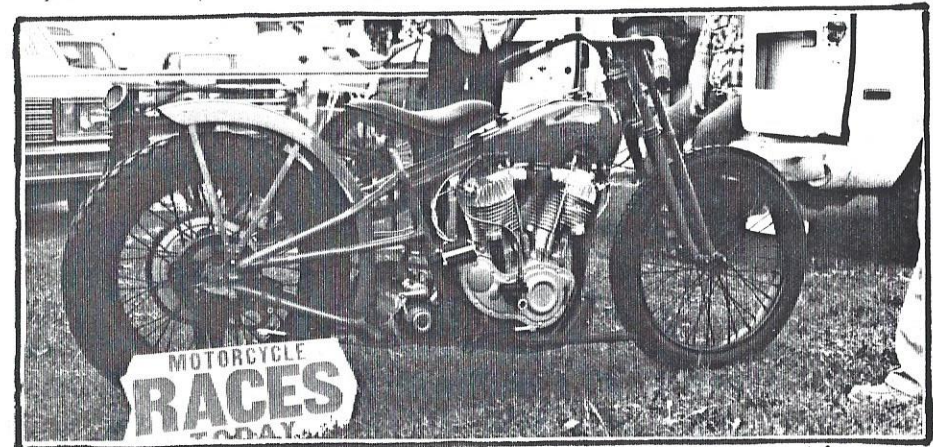
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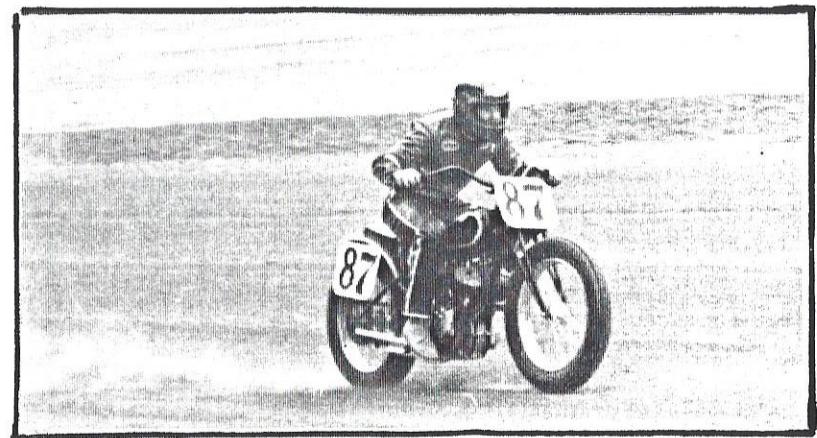
Pager 943-2000, Code 7572



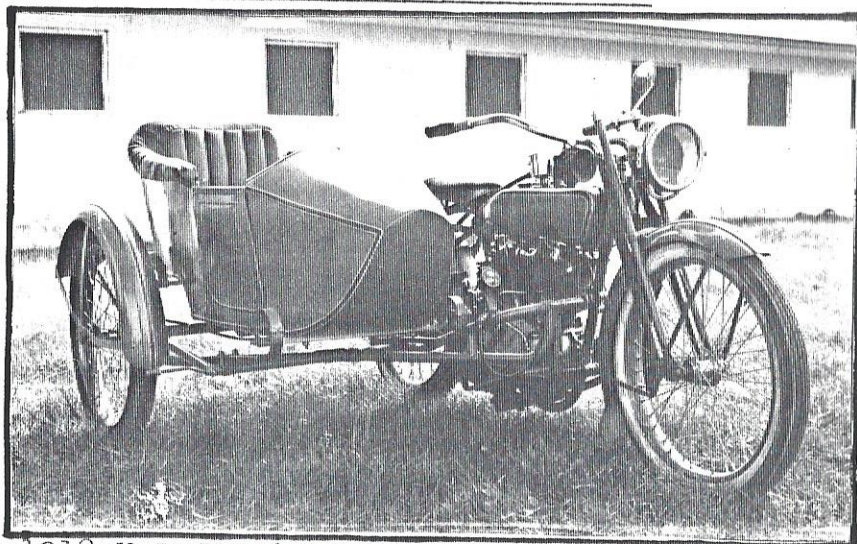
1928 JD. \$1400. Good sheet metal. Fairly complete.



H-D JD two-cam hillclimber. Nice restoration.



This Indian Scout was VERY FAST!!!



1918 H-D JD with sidecar. Acetylene lighting.

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BREAKFAST IN DAVENPORT
(by Dave Tissot)

We arrived at the Davenport, Iowa AMCA Swap Meet on Friday at 8:00 AM. I spent \$600 US on parts for the Chief. Then I stopped for breakfast. Gary (The Editor) MacDonald was too excited to wait while I cooked a non-diet breakfast of bacon, eggs and Indian toast so he grabbed a bunwitch and ran.

The sun gleaming off the grease dripping from my fork reminded me of the newly acquired minty original Chief front forks I had blown part of the wad on that very morning. The frying pan lid suddenly fell against the campstove and the sunlight did not reflect off of it, so it bore a striking resemblance to my new original front fender.



Turning down the campstove so as not to burn the eggs reminded me not to forget to turn down the main jet on my new M6A Linkert carburator with "INDIAN" stamped in it.

My half empty coffee cup wanted to tip over in the grass so I propped it with a stick. Of course my Chief won't be tipping over any more once I install my \$15 (\$5 if customs reads this) factory original center stand.

After such a hearty breakfast I had to loosen my belt a notch, which reminded me to tighten my generator belt before I install my newly acquired original Indian belt cover. Sitting back and twisting the egg out of the right end of my mustache, I began to ponder the arrangement of the spark and throttle controls on my beautifully chromed but slightly originally rusted handlebars.



Having eaten breakfast and cleaned up, I wandered off into the fairground. I suddenly spotted an original 110 mph Indian face Corbin speedometer. I reflected for a moment on the speed with which I had eaten my breakfast, and decided I had to have this speedometer.

CHRISTY'S GREENS FLORIST

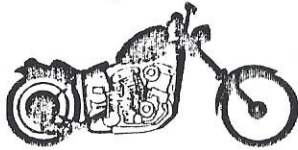
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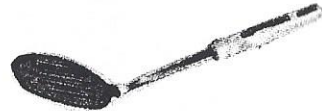
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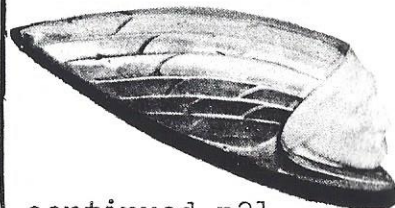
667-8963 or 9788

and leave message

Joanne, feeling left out, decided she should buy something. Being the shrewd shopper she is, she immediately homed in on the only original Indian ignition switch around. Although it was to be sold with a complete basket case, she managed to sweet-talk the vendor out of it and gouge him at the same time. This purchase had nothing to do with breakfast.



Special thanks to Sigg (The Citizen) (dont leave home without your papers) Klann, Bert (The ex-Whizzer) Bentley and Gary (The VL Editor) MacDonald for hunting out parts and assisting me in spending my money mostly before and a little after my breakfast so I wouldnt have to worry about any more purchases for the rest of the weekend seeing as how I was broke.



continued p21

BREAKFAST IN DAVENPORT cont.

Footnote: Discovering that the headlite on my new front end was actually from a Cushman scooter, I was able to sell it for \$10. I promptly spent this money on a box of beer, a lb. of sunflower seeds and a front brake panel, which curiously enough reminded me of (CONTEST: Fill in blank)

Dave (Closer to original Chief) Tissot

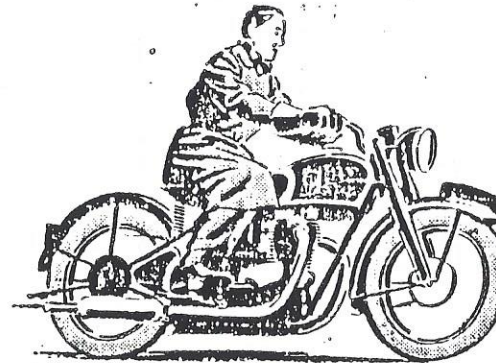
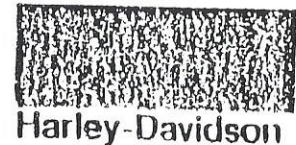


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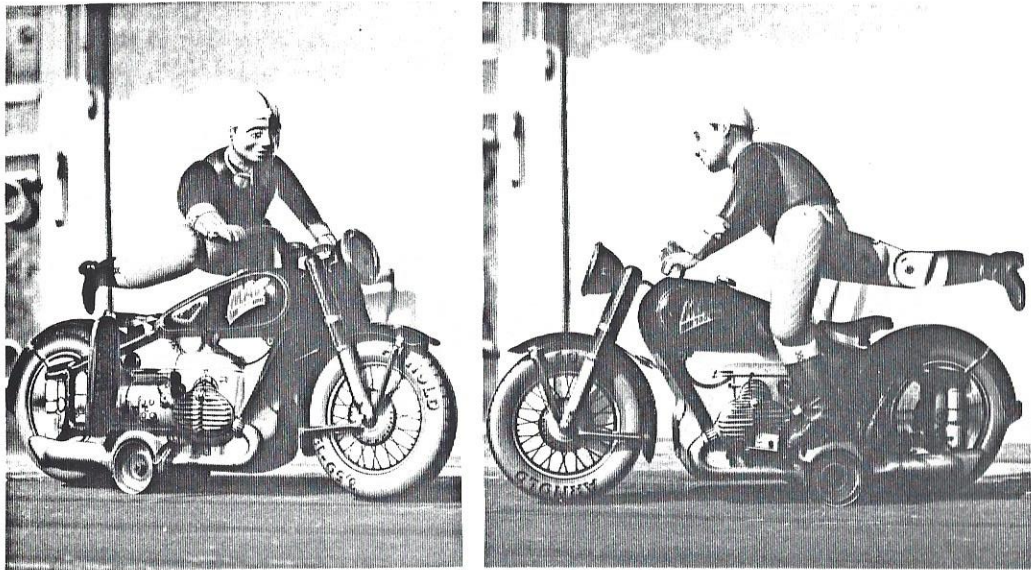
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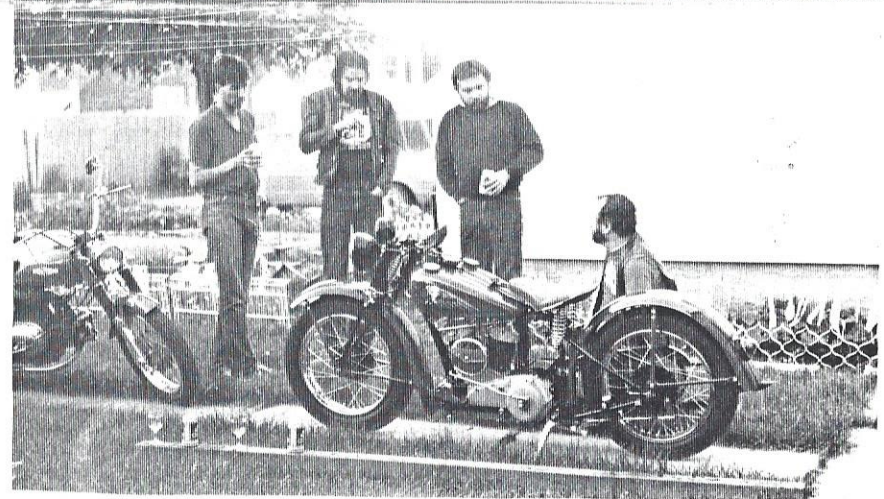
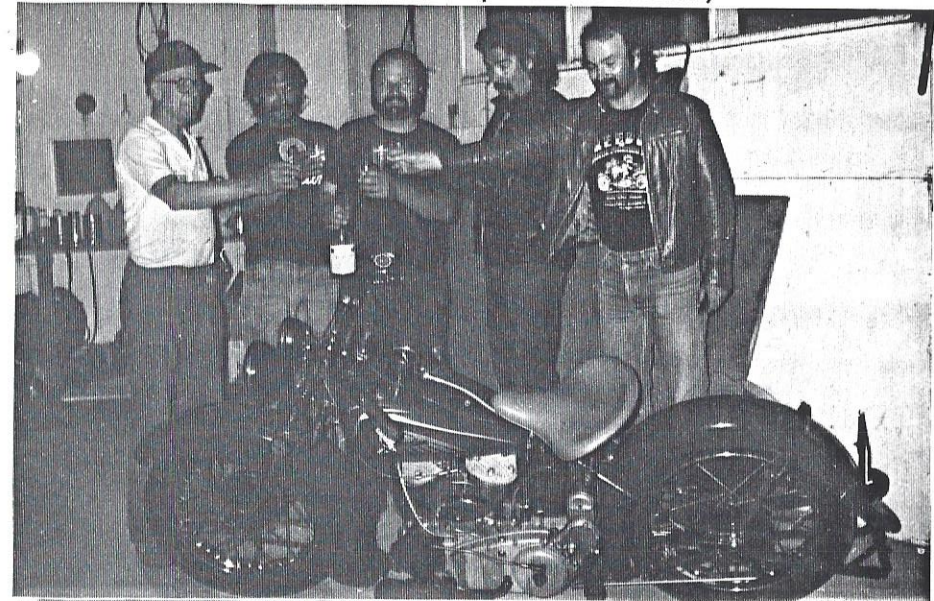
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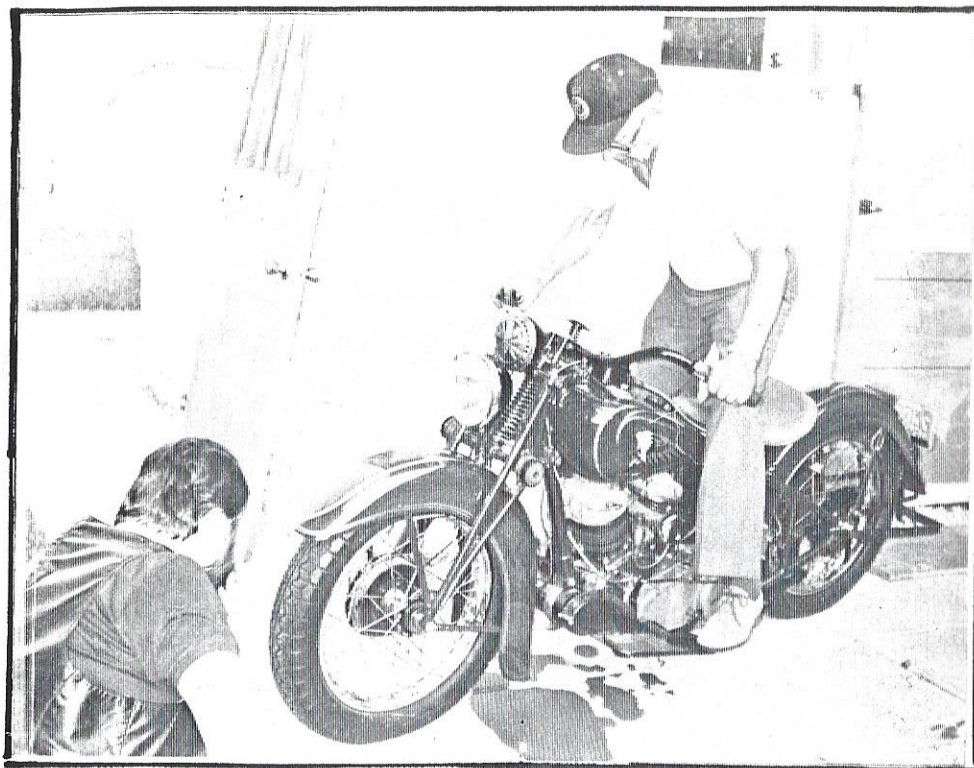
INDIAN UPRISING

Out of the basement,
and into the street.
My Indian Scout
is finally complete.

(Traditional)



Both Irv Lowen and Siggy Klann completed their individual Indian Scout projects this summer. Not only are these bikes beautiful restorations, but each is ridden daily. Congratulations on a job well done.



I don't know where I first met Siggi Klann. What I can remember is that he bugged me for a couple of years to join the Antique M/C Club. I didn't feel like joining unless I had an antique motorcycle. I must have put the point across to Siggy...he produced a pile of parts that resembled a 1936 Indian Sport Scout. Same year and model that I bought new in 1936, including Magneto ignition. I joined the club.

**Green
Green
Grass**

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- a separate passenger seat
- the Canadian model does not use a blackout headlight, leg shields or a windshield.

Here are some specifications for the military model 640.

Electric: Auto-Lite generator and distributor, 6 volt.

Frame: Single down tube.

Heads: Aluminum alloy.

Lubrication: Dry sump system. Large oil pump capacity with gear return pump.

Motor: Air-cooled, two cylinder, 42° "V" type. Bore 2 7/8, stroke 3 1/2. Piston displacement 45.44 cu in.

Transmission: Three speeds forward.

Wheels: Drop center rims, 18 x 4.00 tires.

Wheelbase: 58 inches.

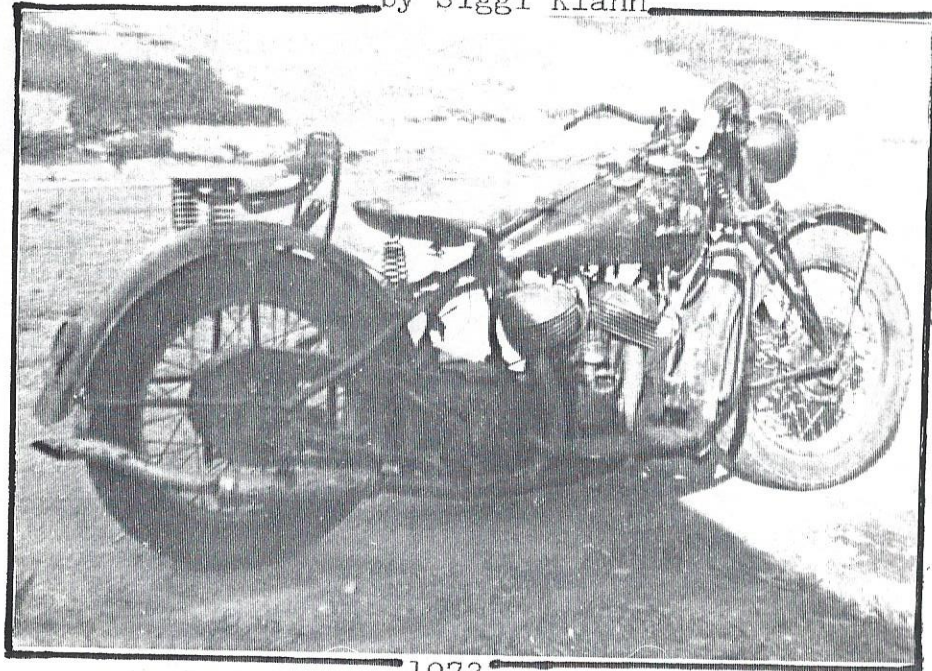
Weight: 537 lbs.

My 1940 Scout is all original except for the red paint instead of olive drab and extra chrome. I enjoy many miles of riding on my Scout, and as they say, "You can't wear out, an Indian Scout".



Who would ever guess that this basement belongs to an Indian enthusiast? "Well...this one's ready to ride. Who's next?"

MY 1940 INDIAN SCOUT
by Siggi Klann



1972

Here is a short history of the first Indian I bought. I came across the bike in Woodlands, Man in the summer of 72. I paid the farmer who owned it \$125. The Scout was in very rough shape and several parts were missing.

I recieved a lot of help and information from the late John Hall, a Winnipeg Indian dealer who's shop was located at 499 Young St. I also got lots of help and parts from Starklite Cycle and American Indian Motorcycle Co. in California. Many thanks to the late Sammy Pierce (Mr. Indian) and all the others involved.

According to my copy of the original military Indian parts book, my Scout is a Canadian military model. The serial numbers of the bikes produced for the Canadian Army range from FDO-1517 to FDO-2067, a total of only 550.

The Canadian model used several parts not used on American versions. These were:

- a civilian air cleaner instead of the oil-bath type
- a civilian instead of a blackout taillite

The boxes contained most of the parts, and I started to assemble them. Isoon found out what was missing. I planned to ride this machine for many trouble-free miles, so I decided I would restore it as original. I reasoned that this would involve more time spent restoring, but ~~xxx~~ less time spent fixing it on the road. Some people thought I was too fussy, so I made a few short-cuts. I have since replaced most of them. Knowing that the job is done as original gives me a lot of satisfaction. Some parts are very hard to find, but it is more gratifying when these "hard-to-find" parts finally do turn up. Bert Bentley said "You find them in the darnedest places". He produced a speedo bevel-gear drive to prove the point. A lot of people helped me in getting parts...too many to list here. Siggy Klann produced the basket case and a lot of parts. Without his help and enthusiasm I would have given up long ago. It has been a lot of fun restoring the bike and I have met a lot of very interesting people. It took me seven years but I enjoyed every bit of it.

Irvin Lowen

