A NTIQUE
M OTORCYCLE
C LUB OF
M ANITOBA

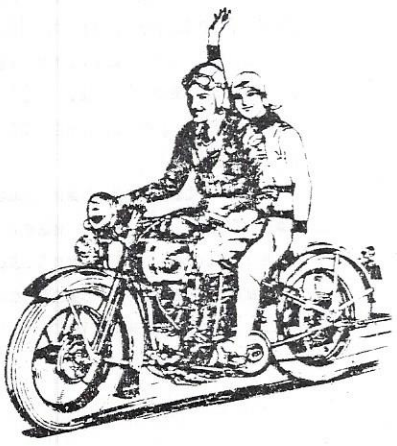
P.O. BOX 1074
WINNIPEG, MANITOBA
R3C 2X4

MANITOBA

15 POSTAGE POSTES
CANADA

TO: Ross Metcalfe
415 Montrose St.
Winnipeg, Manitoba
R3M 3M2

PRINTED MATTER



Rust 'N Pieces (A.M.C.M.)

June 1979 Volume II, Number 6

Officers 1979

President- Jim Harrison 837-9093
Secretary-Treasurer- Pat Choquette 1-482-5001
Librarian- John Choquette 1-482-5001
Publicity Manager- Graeme Smith 888-8802
Editor- Siggi Klann 772-5240

Mailing Address

Antique Motorcycle Club of Manitoba
P.O. Box 1074
Winnipeg General Post Office
Winnipeg, Manitoba R3C 2X4

Next Meeting

Our next meeting will be held on June 18th at the Rothman's Centre Board Room, 816 St. James Street, at 7:30 p.m.

New Members

Amber Jean Simmons is our youngest associate member, born on April 15th, 1979, to Mr. and Mrs. J. Simmons.

Chuck Lund
Box 41
Melita, Manitoba ROM 1LO
phone 1-522-8142

1947 Indian Chief

A big A.M.C.M. welcome to our new members.

A.M.C.M. 3rd Annual Run Report

by Siggi Klann

On Sunday, May 27th, the Antique Motorcycle Club and guests from the Manitoba Motorcycle Club met at the Rothman's Centre parking lot at 11:00 a.m. We had two old bikes on the run: 1943 Harley Davidson 45 owned by Ross Metcalfe and a 1952 Velocette LE-200 owned by Jim Bailey. Also, Tiny Robins trucked the 1936 Norton International Racer in his van and Ray Houde loaded his 1947 Whizzer on the back of his car. Siggi Klann led the group out of Winnipeg at 12:00 p.m. and rode out on Henderson Highway.

We stopped at Lockport for a 15 minute break to wait for the rest of the group to catch up. We then proceeded to drive through East Selkirk and on to Tom Ellison's farm. The weather was hot and the mosquitoes were out to get us.

Our special guest from the Antique Motorcycle Club of America is Connie Scalemmer and his wife June. We all shared his stories and pictures of his 1930 Harley Davidson 21" OHV Factory Built Hillclimber. They are really great people.

Tiny let anyone who could start the 1936 Norton International racer ride the machine around the farm. It took at least 2 to 50 kicks to start the machine. The bark of the exhaust, grinding of gears; you should watch the racer go out of sight and then reappear again.

We started the games off by having an egg toss. Two partners stand facing each other and toss an egg back and forth, trying not to break it. After each toss, to make the game more interesting and difficult, each partner must take one giant step backwards. The winner is the last couple left with an unbroken egg. The winners were Michael Baraschuk and Randy Maunder.

Our next event was an egg race. Two partners line up face to face, 50 feet apart. One partner puts a sppon in his mouth with an egg on it and races to his partner. The other partner must then take the spoon and egg in his mouth and crawl back to the finish line. The winners were Ross and Kris Metcalfe. We would like to thank all the members who donated the prizes for the games.

The tropny from Molson Brewery for the oldest running bike was presented to Richard Ross for his 1936 Nimbus 4 from East Selkirk. He also had to finish two Molson Canadian beers which were poured into the mug.

Our great cooks were Ray Houde and Tiny Robins. We had German sausage, hamburgers. hotdogs and drinks. The food was great and everyone stuffed themselves.

Near the end of the day, the children forced Sigge Klann to give them a ride on his Honda Goldwing. The sun slowly started to disappear and we all headed back home. We all had a terrific time which we won't forget.

We would like to thank Tom Ellison and his wife Mary for having our run at their residence and for being a terrific host and hostess.

Club Roster

The roster will be ready and mailed out in 1 or 2 weeks.

Old Advertisement

I would like to thank Robbert Hatton for the BMW Advertisement and Jim Harrison for the Burman and Dunlop advertisement.

Boardtrack Racing

submitted by Ross Metcalfe

As I am restoring a 1913 Indian V-twin (1000cc) board track racer, I thought I might share with you a brief history of Boardtracks, the style of machines, and the technique involved.

In and around the year 1912 "Boardtrack racing continued to draw large crowds in the larger cities, all over the country. New tracks were built in Milwaukee, Omaha, Houston, Cleveland and Atlantic City. The fastest was probably the Elmhurst, at Oakland, California, a full half mile oval with 40 degrees to 43 degrees banking, where many speed records were made. Racing features included match races between cars and motorcycles and even airplanes. Many race promoters were grossing huge sums of money, $10,000 daily gates being not uncommon.

On July 4th before a capacity crowd at Omaha, Glen "Slivers" Boyd won his famous nickname when, on the 43rd mile of the 50 mile match race, he blew a rear tire. The wheel locked and spun him to the bottmm of the apron where, trapped under the machine, he slid for nearly a hundred feet. He was hospitalized for two weeks while paysicians removed over 200 splinters from various parts of his anatomy. The largest was in his thigh and was over 14 inches long. Boyd carried this with him for some time afterwards, to prove to skeptics that the story was true.

Boardtrack racing continued throughout the season, but new records were not established until December 30th when Lee Humiston, arising Excelsior star rode a specially tuned big valve machine around the Playa del Rey track for a 36 sec nd mile, the first 100 mph run over the boards ever made."

An example of a good track was the Cotati, 45 miles north of San Francisco, built in 1921. "The Cotati oval was a 1¼ mile course, averaging a hundred feet in width and it was gently banked on the straights rising to between 45 and 50 degrees on the curves. The two grandstands, with a capacity of about 2500, were placed on either side of the straights, their lower tiers raised sufficiently to provide a full view of the course. The surface was laid with two inch by 4 inch lumber set on an edge and supported by a heavy framing of 8" by 10" stringers, placed on 8 foot centers. Horizontal studs of the same dimensions su ported the structure from below, each std resting on a short baulk of lumber, burried in the ground to resist movement.

The lower lip of the oval ended in a flat apron about 10 feet wide, as an escape route for a disabled machine. The upper edge of the oval was surrounded by a low railing of 2" by 12" planks, presumeably to prevent a motorcycle rider or race car driver from flying out over the banking. A tunnel was dug under one edge of the track to admit contestants and service vehicles. It was said that the structure contained a freight car load of nails and spikes to hold it together.

To anyone yet living who was fortunate to recall the days of the boards, the total picture was a thrilling spectacle that can never be forgotten. The eager anticipation of the spectators, the blunting-draped stands, and the music of the legion band, all combine to set the stage for a holiday atmosphere. This, combined odor of raw lumber, and the pungent perfume of burned castor oil, was the incense of high adventure of any speed entausiast.

Due to the restricted width of the course, each event was limited to 6 riders. The usual Boardtrack racing machines were built, with low weight as the criterion and were usually well under 300 pounds. No power absorbing clutches or gear boxes were ever fitted, the drive being direct to the rear wheel via a solid countershaft sprocket, whose shaft was fixed to a bracket fitted just behind the engine plates.

The engines had only rudimentary controls, as the spark position was fixed and the throttle-less carburetor was set in the wide open position. The only means of rider control was by a kill button near one handle grip, which enabled the rider to short circuit the magneto. While this enabled the motor to be stopped at will, holding the button off too long would result in the lubricating oil fouling the spark plugs.

The wheelswere usually of 23" diameter carrying 28 by 2½" special racing tires built by Goodyear or Firestone, inflated with about 100 pounds of air. The front suspension was made very stiff to avoid bouncing the wael, and generally offered less than an inch of travel.

The machines were started by being towed behind a sidecar outfit, which in keeping with the spirit of the event, was generally stripped down to resemble a racing vehicle. The passenger faced aft and held one end of the tow rope, the other end being wrapped once around the racer's handlebar and held in the rider's hand. At a speed of 50 mph the rider let go of the rope and released the kill button, the side car outfit then simultaneously swerved down to the escape apron.

When all the contestants had thus been brought into action, the starter waved his flag to position the riders for a flying start as they circled the track to warm up their machines.

The excitement of the race was heightened by the noise of the engines, as all had open exhausts with very short stacks, which usually emitted flames and sparks at speed. The pungent smell of castor oil pervaded everything.

For the actual techniques employed in team racing, both on the boards as well as the dirt tracks, we are indebted to the reminiscences of Fred Ludlow, an octagenarian survivor of America's golden age of motorcycle racing and legendary winner of 5 national championships of one, 5, 10, 25, and 50 miles at Syracuse, New York during one race on September 19th, 1921.

One of the first principles of team racing was that of the riding pace. By pre arrangement one team member would pull out ahead, his body and machine splitting the air leaving an area behind him into which another rider could follow without requiring quite as much power. The exact area of this partial vacuum was sometimes behind a machine, or at one side or another, sometimes difficult for a folower to find, although it was always there.

The rider setting the pace was constantly checking his engine for excessive heat. The following riders were at once both carefully pacing each other and attempting to keep an eye on the lead rider's observations as to his own engine's condition. When the engine heat reached its maximum safe operating temperture, but before any risk of seizure was imminent, the leader would then drop back behind the following rider, into his slip stream. The star rider was usually encouraged to attempt to gain first place at the finish, but if his engine overheated, or the competition's tactics, upset the slipstreaming sequences, the rider in first position near the finish line was expected to make a win, if possible.

Aside from the importance of team strategy on the tracks, stops at the pit, whether scheduled or unscheduled, together with the communication between the riders and pit attendants during the race, were important for victory.

When a rider coasted to the pits for a stop, hopefully only for fuel and lubricants, he was expected to know just at which point he should kill his engine on the course so that he could stop at the proper point, no brakes being available on track machines. As he rolled to the proper stopping place, a husky mechanic was stationed to grap his handlebars to kill the last of his momentum and simultaneously hoist the machine on low blocks previously set in proper position. As the rider was helped out of the saddle, two other mechanics with speed wrenches began removing the front and rear wheels respectively for changing, while a fourth opened the tank caps and commenced filling both fuel and oil reservoirs with pressure hoses. A fifth mechanic was already changing both spark plugs. Another attendant would hand the rider either a drink of water, fruit juice or soft drink, according to his choice and at the same time install a clean pair of goggles over his helmet. Well drilled pit attendants could perform these operations in about 65 seconds. In a 300 mile event, two such stops were required.

Communication between the pit boss and the riders was achieved by each team member having an individual color incorporated on his jersey. A set of flags corresponding with these colors, but with white centers, was placed in the pits. If a riders flag was held out with the time marked in colored chalk in the white centre it meant that the pace was to be held steady. If the flag was held out with no signal, this indicated that the mechanic in charge wanted to listen to the rider's engine. On the next lap the engine was blipped with the kill button, as the pits were passed. On the following lap, the rider would either be signalled with a flag, or a message held out on a small blackboard such as the word lean, or heat.

The pit crew at most race courses set up a 20 foot tower so that an observer could watch the back stretch or turns for any rider who had been forced to retire. An auxilliary crew with a sidecar outfit could then be quickly dispatched to either make an emergency repair, or bring the stalled machine and rider in, as the occasion warranted.

While the latter maneuver could be observed by the spectators, the intricacies of the necessary team activiti es were generally not observed, most thinking that the contestants were simply duels of raw speed and horse power. What the public most definitely did not know was that the teams with the fastest machinery were often beaten by teams with less potent equipment, whose internal organization had been refined by intensive practice.

As popular as the boardtr acks had become by the early 1920's, interest was soon to wane. Stockholders who invested money in construction shares never seemed to profit from their holdings, and it was generally the promoters who made the substantial profits.

The sport was extremely hazardous for the riders, and many of the stars were killed or seriously injured. An almost certain fatality was the result of flying out over the banking.

One of the most spectacular accidents occurred at the track at Newark, New Jersey, when Indian star, Eddie Hasha, in company with other riders, died when they came off the banking and landed in the stands, killing several spectators.

The general atmosphere of some of the tracks was less than desireable with much illegal betting, along with the sale of bootleg liquor. Some of the tracks were invaded by groups of prostitutes, who openly solicitted customers in stands or at the gate during races.

After an appalling series of fatal accidents, the local press in various cities and towns openly campaigned against the sport, often referring to the sites as 'murder dromes'.

The sport gradually dies a natural death when wind and weather finally caused the tracks to deteriorate and when encroaching subdivisions and industrial demands finally forced their closing."

(taken from The Iron Redskin by Harry V. Sucher; Haynes Publishing Group, California, 1977)

Trading Post

Wanted- Complete set of gasoline and oil tanks for 1940 Military Indian Scout 45, model 640. Must be in good condition. Contact Siggi Klann, 1048 Erin Street, Winnipeg, Manitoba, Canada R3G 2W9

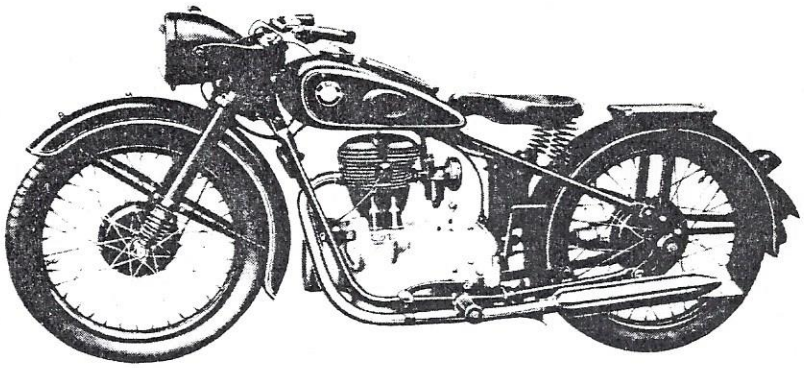
Other clubs please copy.

Viking Chapter

Wanted- YZ80 Yamaha, contact Harvey Berquist, Route #3, Box 415, Mound, Mn. 55364. Phone (612) 472-2223

B.M.W.

ON THE WAY AGAIN!



For Immediate Delivery. The Attractive 250 cc. Shaft Drive Single, 12.8 H.P. Motor Turning Up 5,600 R.P.M.—4 Speed Transmission with Combined Hand and Foot Shifts.

LIMITED DEALER FRANCHISE OPEN

"Write for Details"

●

B.M.W. MOTORCYCLE SALES CORP.

27-01 BRIDGE PLAZA NORTH

LONG ISLAND CITY, NEW YORK

Showrooms — 487 Park Ave., N.Y.C., N.Y.

The above advertisement, reproduced in its original size, was the first postwar BMW ad to appear in an American magazine, and was to be found on page 31 of the March 1949 edition of "The Motorcyclist". The ad accompanied the appearance of the first current BMW motorcycle (an R24, as depicted above) to be shown in the United States since 1939. The occasion was the First International Automobile and Motorcycle Show held February 5-10, 1949 at the 69th St. Armory in New York City. The R24 had had its official debut in Europe about a year earlier at the March 1948 Geneva Automobile Salon. (Our thanks to our historian # 192 Oscar Fricke for providing the above ad and well researched text).