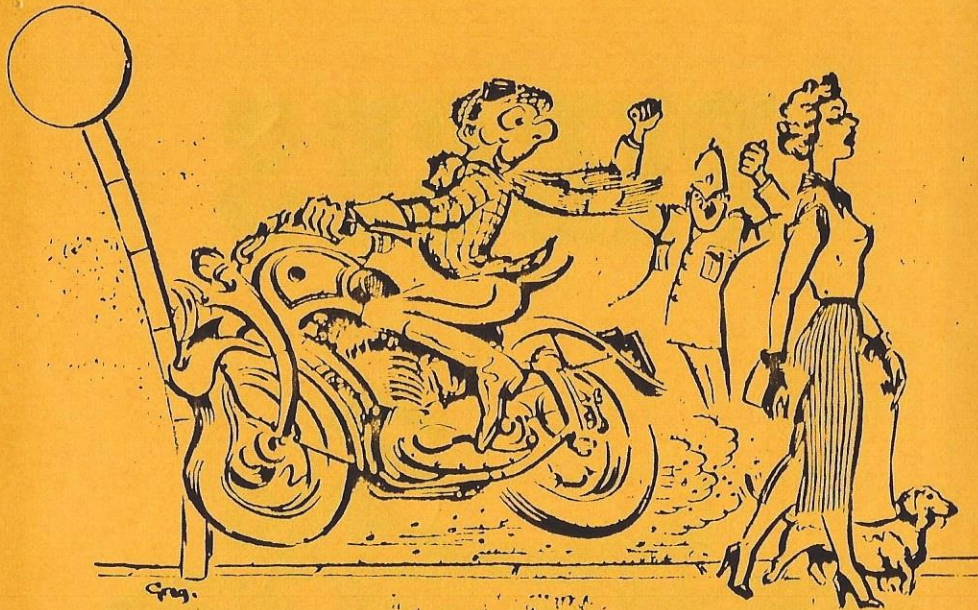
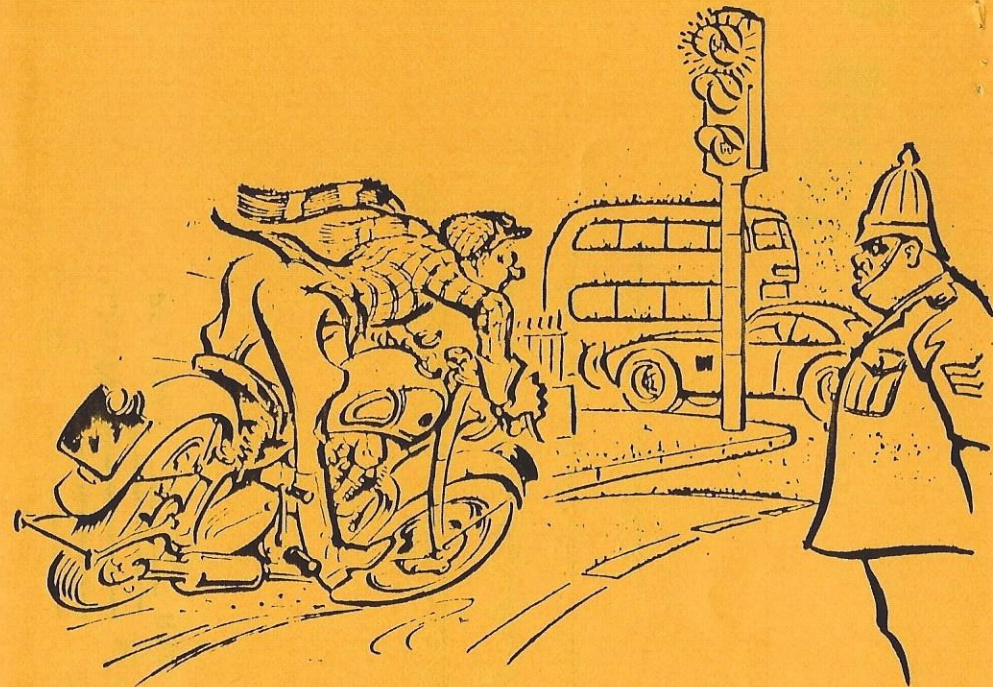


NO. 1



"IT PAYS TO ADVERTISE"
 STOP 'em with YOUR ad here!
 (contact editor for rates)



"IT PAYS TO ADVERTISE"
 STOP 'em with YOUR ad here!
 (contact editor for rates)

TRADING POST

WANTED:

TRIUMPH MOUNTAIN CUB 199cc (1968)
Any condition. Contact Jim Gold
38 Barbara Cres. Winnipeg, Manitoba
R3R 2Y3 Phone (204) 895-9785

WANTED:

FOR A 1913 INDIAN V TWIN RACER
Engine drive gear, Rear stand, Complete clutch
unit, Racing handlebars, Racing saddle, Dust
cover for Bosch mag.

FOR A 1913 INDIAN SINGLE
A carbide taillight
WILL TRADE; 1913 single Indian muffler and
engine parts.
Contact Ross H. Metcalfe 415 Montrose St.
Winnipeg, Manitoba R3M 3M2 Ph. (204) 284-3717

WANTED:

For a 1936 INDIAN JR. SCOUT (30-50)
Chain guard, Primary cover, Handlebars,
Headlight (complete), One gas cap (inside
thread), One battery box.
WILL TRADE; Engine and frame parts for Jr. Scout
Contact T. H. Metcalfe 411 Montrose St.
Winnipeg, Manitoba R3M 3M2 Ph. (204) 453-3748

WANTED:

FOR A HARLEY DAVIDSON "45"
Transmission-parts- Cluster, gear, Clutch gear,
Clutch hub. In very good or new condition
A Harley Davidson "45" Civilian rear fender
Any condition ALSO;

FOR SALE:

Harley Davidson wrench for wheel socket
bolts. Dealer price \$8.50 My price \$3.00
Gray wrench for H/D "45" Manifold nuts \$8.00
Contact Jim Simmons 15 Finestone St. Wpg.
Man. R2R 1E3 Ph. (204) 633-5010

Other clubs please copy

Contents

CLUB MINUTES.....	4
NEW MEMBERS	4
PRESIDENT'S NOTE	5
FINDING AN OLD FRIEND	5
BIKE OF THE MONTH	12
SHORT NOTICES	17
CLUBS, SHOPS, PRODUCT INFO.	17
TRADING POST	18

EDITOR.....	Bob Hatton
PHOTOGRAPHY.....	Brian Nazarko
ARTWORK & LAYOUT.....	Graeme Smith
RUST'N PIECES is the official monthly publication of THE ANTIQUE MOTORCYCLE CLUB of MANITOBA (est. 1977) P.O. Box 1074 Winnipeg, Manitoba, R3C 2X4	
CLUB PRESIDENT.....	Jim Simmons (204)633-5010
VICE PRESIDENT.....	Jim Harrison
SECRETARY.....	Pat Choquette
TREASURER.....	Siggi Klann
LIBRARIAN.....	John Choquette
ACTIVITIES MANAGER.....	Ray Houde
PUBLIC RELATIONS.....	Graeme Smith
Advertisements, editorial submissions and other correspondence should be sent to this address. We welcome art, photographs and manuscripts. Sufficient postage and a 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 mater- ials, but cannot be responsible for damage in the mails, nor do they assume res- ponsibility for return or safety of same.	
ADVERTISING: Bob Hatton, THE ANTIQUE MOTORCYCLE CLUB of MANITOBA, P.O. BOX 1074, WINNIPEG, MANITOBA, R3C 2X4 (204)275-4084	

CLUB MINUTES

There was a good turn out at last months meeting on December 17. The elections for the 1980 club executive were held. The new reps. are as listed below;

PRESIDENT Jim Simmons 633-5010
VICE PRESIDENT Jim Harrison 837-9093
SECRETARY Pat Choquette 1-482-5001
TREASURER Siggie Klan 772-5240
LIBRARIAN John Choquette 1-482-5001
EDITOR Bob Hatton 257-4084
PUBLICITY MANAGER Graeme Smith 888-8802
ACTIVITY MANAGER Ray Houde 253-1225

We hope you will give these people your support and help. Our thanks goes out to the 1979 executive for a job well done.

A collection was taken up for Jimmy, the caretaker, who is at every meeting, and makes sure that we always have lots of coffee and cigarettes.

At the end of the meeting we watched a film on the 1950 Six Day Trials in Czech. supplied by Ray Houde. It is nice to see these old films and thanks goes out to Ray for bringing it in.

Our next months meeting will be held on January 21st, at 7:30 pm in the Rothman's Center Board Room. 816 St James Street.

NEW MEMBERS

Four new members joined the club last month. We welcome them and hope they will participate and enjoy our club activities. These new members are;

David Johnson
54 McAdam Ave. Wbg. Man.
1949 Harley Davidson 84 cu. in.

SHORT NOTICES

JANUARY 24

Phil Funnell will be passing through Winnipeg on or with a Dnepr. If you would like more information contact Jim Simmons at 633-5010

FEBRUARY 29-MARCH 1

Cycle Show 1980 in Winnipeg at the Convention Centre.

JUNE 20, 21, 22

The 1980 Canadian Vintage Motorcycle Group Rally at Molson's Park, Barrie, Ont.

ADDITIONAL COPIES of RUST'N PIECES:

Available to members only for 85¢ per copy. Contact your editor.

IMPORTANT: This is the last newsletter you will receive unless you pay your 1980 dues. Hope to see you all back for 1980.

CLUBS, SHOPS, PRODUCT INFO.

The club will have these articles for sale while they last;

Club Crests \$13.00 each

Corn Roast Plaques \$1.05 each

Do you have a manual, magazine, or something that needs to be stapled but an ordinary size stapler isn't large enough? Bring what ever you have to the club meeting and see if we can fix it up for 50 cents payable to the club.

Barry Seib is having great success cleaning up aluminium and chrome with ALUMI-JEL that is available at Rondex Ltd. 260 Isabel ph. 943-4531. It comes in various sizes of containers at a moderate cost.

Ron Mint
2618-14th Avenue S.E.
Calgary, Alberta T2A 0J4

Kevin Orchard
271 Berry St. Wpg. Man. R3J IN3 888-5712
1954 Ariel Colt 200cc
1958 Ariel RH 350cc

Dan Sharpe
1570 Lena Ave. Arcata California 95521

PRESIDENT'S NOTE

Just a few words to introduce myself to any of you whom I don't already know. My name is Jim Simmons and I was elected President at our last meeting. My first motorcycle was a H-D "45" and for many years I said I would someday own another one. After I joined the club my chance came and I got my "45". Trouble was that it wasn't just like the old one, it was worse by a long shot. I think I can safely say that it was mostly through people I met in this club that the job of rebuilding it has gone as well as it has so far. Strange as it may seem my newer "Rider" was also aquired through the antique club. It is a 1969 BMW R60 with side-car. As you can see this club has been good to me and I hope to be able to return the favour. I would like to be able to get off a few words each month on subjects that I think will be interesting or usefull to you.

See you at the next meeting.



FINDING AN OLD FRIEND
'THE PRESIDENT' FOUR

In April 1942, Thirty-eight years ago, while being a member of the Ontario Provincial Police Patrol, I purchased a 1941 Indian Four

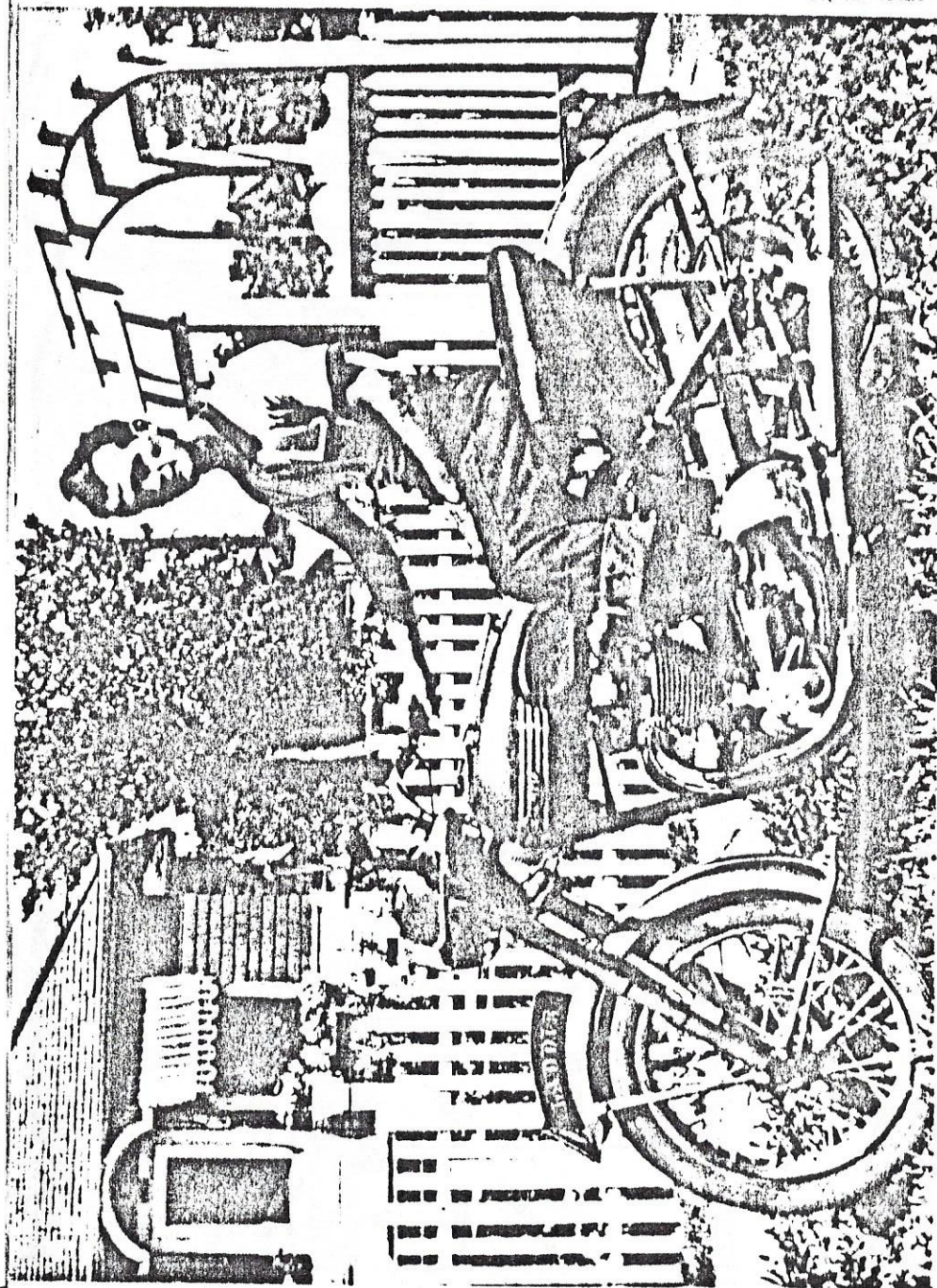
motorcycle from Herb. Radmore and co., the Indian dealer in Montreal, Quebec. The Ontario Government did not supply motorcycles, it was a condition of employment to supply your own.

I recall the discussion on that occasion, I was riding a 1940 Harley Davidson "80" purchased the previous year from Con Alt and Co., motorcycle dealers in Hamilton, Ontario. I did not have use for two motorcycles as a Motorcycle Policeman and wished to trade the Harley on the Four. There was no way Radmore would take the "inferior" product from Milwaukee on an Indian, in fact he wasn't too happy to have it parked out front of his store for any length of time. There is much talk of segregation these days but the feelings between HD and Indian dealers was quite strong in the past as was the pride of ownership and competition between owners.

However, this is a personal history, and what happened was I purchased the Four outright, ending up with two machines. Some eighteen months later the Attorneys General of the day decided motorcycles were obsolete, dangerous, and were to be replaced with marked police cars for traffic duty, supplied at government expense.

I sold the Indian to a young chap in the town of Smith Falls in October of 1943 and shortly after I was transferred to Simco, Ont., about 325 miles away. Upon arrival I learned the patrol car had been wrecked and as I still had the "80" I was asked if I would consider using it until a new car was available. This was most acceptable as road conditions in Southern Ontario are ideal. Eighteen months later I was issued a Patrol Car.

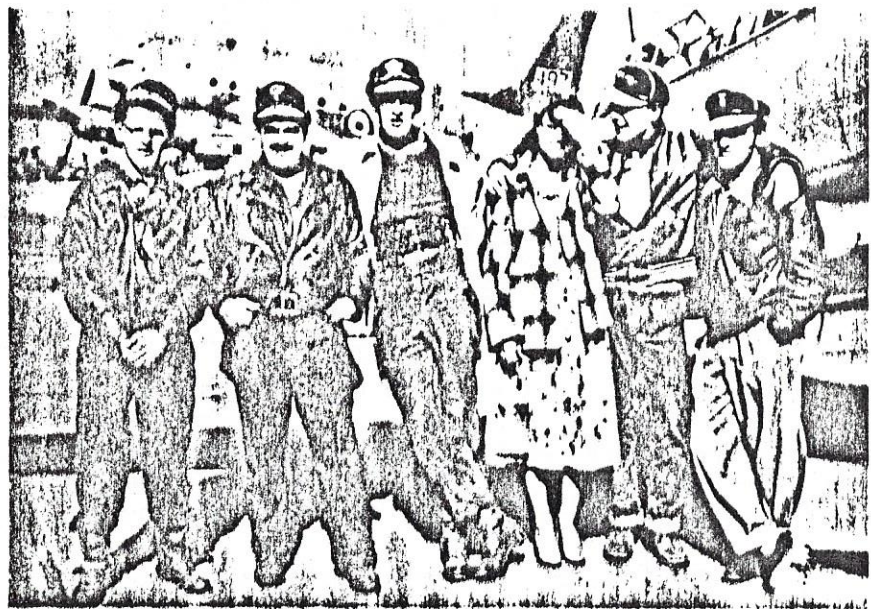
As time went on changes took place and the Attorneys General and Government decided, in their wisdom and with persuasion and advice from knowledge, able, practical people they



front end rebuild. The wiring was totally replaced and after Laddie repaired and repainted the sheet metal, he tried to start it. It was great when it started first kick but the noises that came from the engine proved that it needed some work. Jake Houtop rebuilt the engine and transmission to make the restoration complete.

On the adjoining pages there is a picture of Laddie on his new Triumph Thunderbird (53) and his restored Triumph Tiger 110. There is also a picture of the original owner (Smitty) and do you know any of the others in the picture, especially the one with the riding belt on. Hint, he is presently a club member.

The end result is a beautiful bike that Laddie enjoys riding and showing off very much. He enjoyed riding again so much that he went out and bought a 1979 Yamaha 650 Special, (A Jap copy of a Triumph), to ride every day and to take on trips.



"Smitty" & R.H.?

decided there was a place and a need for motorcycles. Men were trained and the unit grew to 125 at present, including a precision team known as The Golden Helmets which perform several times a year in parades and other functions.

Four years prior to my retirement from the force I was giving some thought and consideration to "what shall I do to keep busy", so back to my teenage love, a motorcycle to restore and why not, it might be interesting.

I located a H/D single, basket case and I mean basket in the true sense. After many months of looking for parts, assembling, painting and plating, etc., it was completed, took a couple of trophies and I found it most interesting. Later I acquired a 101 Scout, A Chief, Henderson and became more interested, more involved in attending A.M.A. and Indian Four meets, meeting other people with similar interests.

I had an acquaintance who had also been an O.P.P. Motorcycle Policeman visit me in 1978. As we talked over our experiences he recalled the Indian Four I had bought from Radmore. He was with me at the time and had traded his 1940 Chief in on a 1942 Chief. He still chuckles about Radmore, and the Indian Dealers attitude regarding Harley- Davidsons.

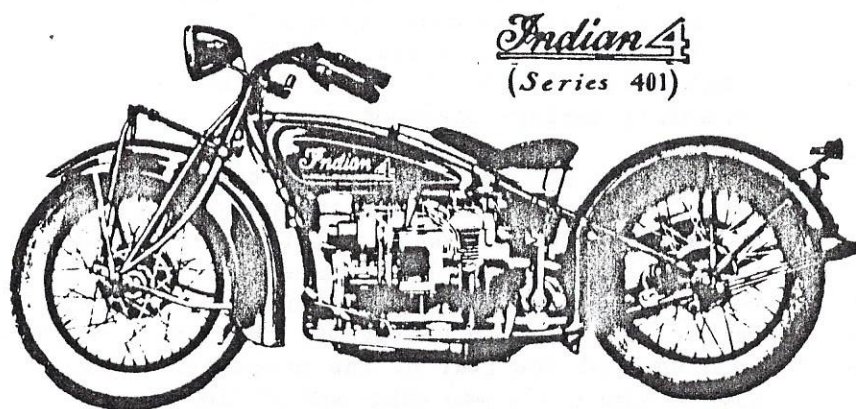
During our conversation he told me he had seen that Indian Four some two weeks ago and it had a 1960 licence on it, sitting in a shed in Smith Falls. I just had to see it again. We rose at 7am next morning and proceeded to Smith Falls. Stopping in a driveway he pointed out the wood shed at the rear of the property. As we got of the car a man came out of the house and asked if he could be of assistance. It turned out he was the young fellow I sold the bike to in October 1943.

He opened the doors and there it was,

leaning against the wood pile, covered in dust. I can not explain the feeling that came over me as I gazed at the Four, resting peacefully. Enquiring if he would part with it he said, "I don't suppose I'll ever use it again." Subsequently I bought it for more than twice what I paid for it thirty-six years ago, and I may say with no regrets.

While I do not have a one owner machine, I guess this experience is about as close as I can get after parting with and finding it after such a long time. It had not run in 12 years but after putting gas in it, it started the fourth kick, running on all four, the clutch and transmission working perfectly. Originally it was painted Police Silver, now it is faded red. I hope to rebuild it inside and out.

Robert McKie
Chief Superintendent(Ret.)
O.P.P.



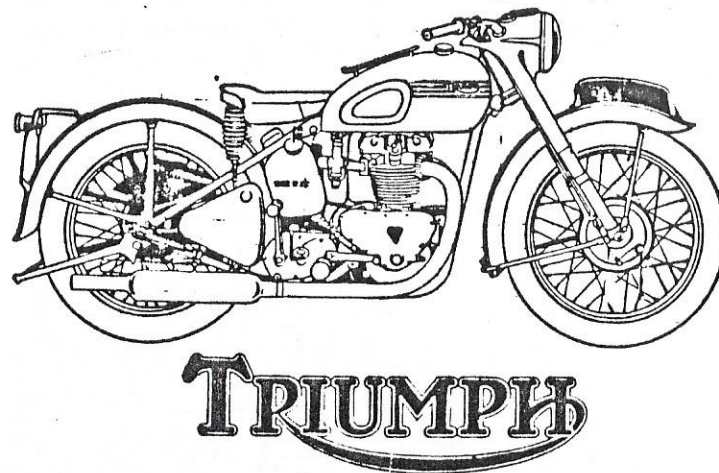
(This story was taken from the Dec. 78 Newsletter of the Canadian Vintage Motorcycle Group, many thanks to them for letting us reprint this story)

BIKE OF THE MONTH

LADDIE AND HIS 54 TRIUMPH TIGER 110

This article is about Laddie Nos, a club member and the minty 1954 Triumph Tiger 110 he has restored.

Laddie started riding motorcycles in 1950 when he owned a 250 Jawa. He rode this bike until he sold it in 1952. He then purchased a new 1953 Triumph Thunderbird. He traveled around Manitoba and neighbouring states on it until he sold it in February of 1954. His final ride on that bike was to deliver the bike to the new owner on a cold February night when the temperature went down to -20 degrees F.



1953 Thunderbird

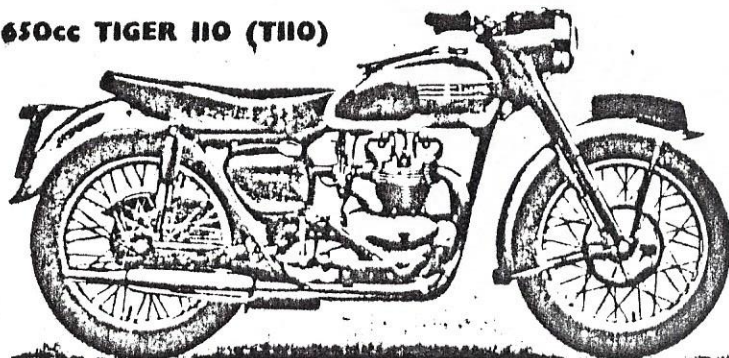
In July 1954 a friend of Laddies, S.R. Smith (Smitty), purchased a new Triumph Tiger 110 from North West Cycle for \$895.00. He kept the bike until his passing in 1975. In Feb. 77 Laddie purchased the bike from Smitty's brother.

The bike had not been ridden since 1967 when it was involved in an accident which wrote off the front forks and wheel. Laddie rebuilt the front end with new old stock purchased from Northwest Cycle. Graeme Smith located a front wheel assembly for Laddie that finished off the

TRIUMPH

MOTORCYCLES

650cc TIGER 110 (T110)



For breathtaking performance the two Tiger models exceed the highest hopes of the sporting rider. These elegant machines, noted for their acceleration and tireless high cruising speed, possess an equal measure of comfort, stability and safety—ensured by the Triumph hydraulically damped suspension and powerful brakes front and rear.

T100 and T110 GENERAL SPECIFICATION

ENGINE: T100, 500 c.c.; O.H.V. twin, high compression pistons, die cast head and barrel with close packed fins. T110: 650 c.c. O.H.V. twin, high compression pistons, new light alloy cylinder head, cast iron barrel, special cam-shafts and large bore carburettor.

Dry sump lubrication with pressure fed big ends. Twin carburettors (as optional extra) and racing conversion parts available for T100.

FOUR-SPEED GEAR-BOX: Triumph design and manufacture. Heavy duty gears and shafts of finest quality nickel and chrome-plated steel. Positive stop footchange. Multi-plate clutch with Neoprene linings and built-in rubber pad type shock absorber.

FUEL TANKS: All-steel welded tanks with quick release caps and accessible filters. Oil tank in a streamlined "nose piece" unit with air cleaner, battery and tool containers.

FRAME: Brazen cradle type frame with swinging arm rear suspension with hydraulic damping instantly adjustable for varying loads, and the famous Triumph telescopic, hydraulically damped front forks.

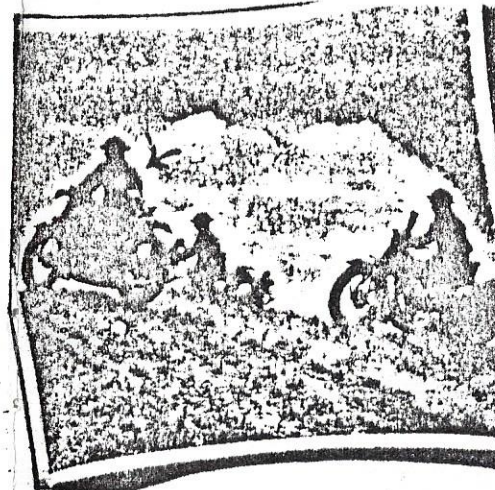
WHEELS & BRAKES: Triumph design with chromium plated spokes and wheel rims. Dunlop tyres. Fully valenced rear mud-guard with side lifting handles. Large diameter front brake with ventilating scoop and highly polished anchor plate.

NACELLE: Triumph Patent design. Imposing streamlined shell integral with top of forks, encloses headlamp, instruments and switch-gear. All instruments rubber-mounted and internally illuminated.

OTHER DETAILS: Lucas electrical equipment including powerful "pre-focus" headlamp and gear driven magneto. Smith's 120 m.p.h. Speedometer. Triumph Two Level Twin-seat, tank top para grid, shell-blue shoes and black Sash.

TRIUMPH TIGER 110 SPECIFICATIONS

Bore + Stroke 2.79 x 3.23
Cylinder Capacity 649cc (40 cu. in.)
Compression ratio 8.5 : 1
Petrol Tank Capacity 4 gal.
Oil Tank Capacity 6 pts.
Weight Dry 395 lbs.



Dear Bill:
I'm the guy up front

This is the outfit for an old cycle fan! I thought I knew motorcycles, but the Army's teaching me plenty!

I'm riding an Indian -- as usual. What a machine! Our operations course is plenty tough but Indian's got the guts to take it -- and for easy handling and safety, give me Indian any day!

Incidentally, Indian's got some swell new improvements. It'll be a really great machine to ride when this war's over. Regards to the gang!

INDIAN MOTORCYCLE COMPANY, SPRINGFIELD, MASS.



BUY WAR BONDS NOW
★ ★ TO BUY AN INDIAN LATER ★ ★



Tomorrow's Great Motorcycle Is Proving Itself Today

On the fighting fronts of the world today, the greatest Indian Motorcycle of all time is being born. You'll ride it when this war is over . . . you'll get a new thrill from the Indian improvements that are military secrets now. *It's an Indian worth waiting for!*

Meantime, ask your Indian dealer about his reconditioned "buys". War workers everywhere are saving rubber and gasoline by riding smooth, economical Indian Spring Frame Motorcycles to their jobs. Let your Indian dealer help keep your present motorcycle in tip-top shape. Indian Motorcycle Co., Springfield, Mass.

Ask for this helpful booklet. It's FREE! Tells you how to get the most out of any motorcycle.

