

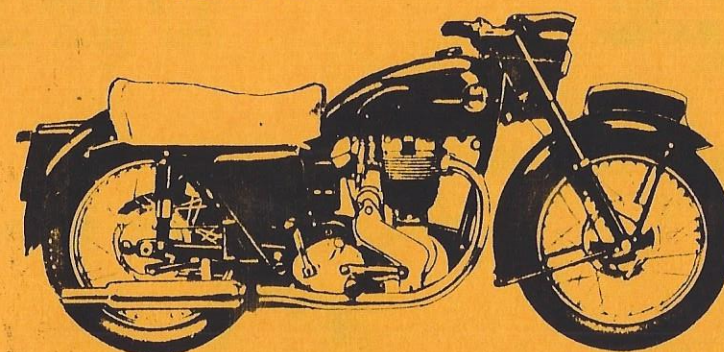
FEBRUARY 1980

RUST 'N PIECES

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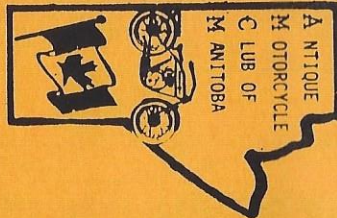
1956



MODEL VH 500 c.c. 'RED HUNTER' SINGLE

VOL. 3

NO. 2



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

TO: Ross Metcalf

415 MONTROSE ST

WINNIPEG MANITOBA

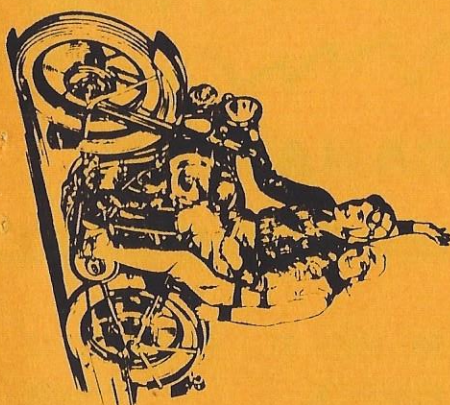
R3M 3M2

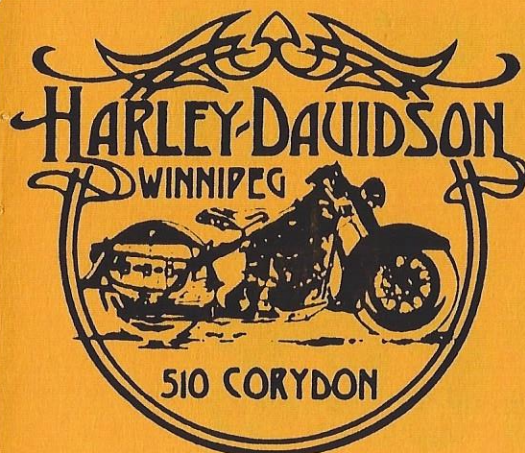


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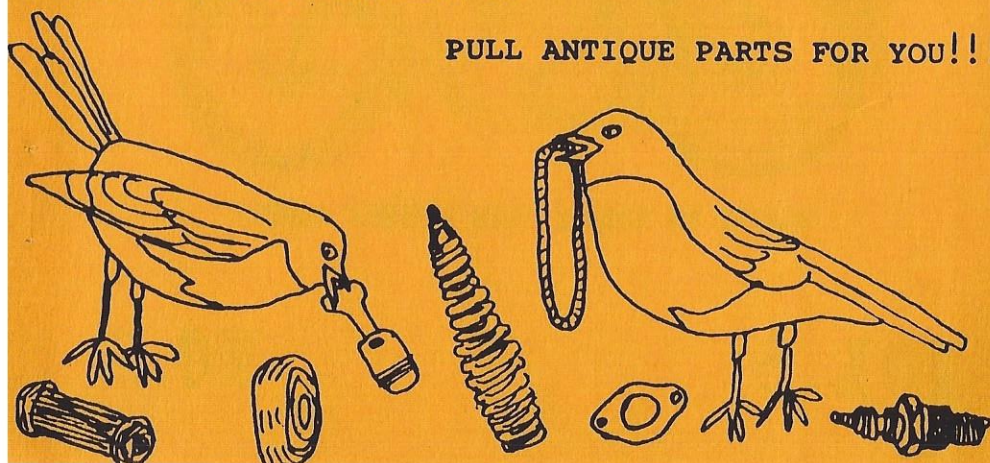
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WINNIPEG, MANITOBA
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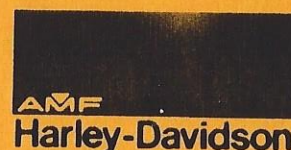
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WINNIPEG, CANADA

WANTED:

FOR A 1956 ARIEL VH

Front fender stays and stand, also H/L nacelle in any condition.

FOR A 1958 GOLD STAR

Internals for RRT2 gearbox, H/L mounts, rear brake drum/sprocket (42T)

FOR SALE:

A small quantity of Lucas parts. If you need something, eg. magneto pickup, condenser, seal points, ammeter, generator parts, horn brake or dip switch to complete your bike, maybe I have it. Please include year, make and model of your machine in your inquiry. If you can't get what you want anywhere else, try me last.

WANTED:

Any pictures, part books or info on BSA model B33. I have no sheet metal for this bike and I need to know what I am looking for.

CONTACT Barry Sieb 140 Wexford St. N. Winnipeg Man.
R3R 0R7 Ph. (204) 888-3018

WANTED:

FOR A HARLEY DAVIDSON "45"

Body for round oil bath air cleaner or complete unit.
Left rear crash guard Part No. 1425-41-- For transmission; clutch gear, cluster gear, clutch hub--
Civilian rear fender or front portion of same.

CONTACT Jim Simmons, 15 Finestone St. Winnipeg,
Manitoba R2R 1E3

Other clubs please copy

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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

PAST PRESIDENT..... Jim Harrison	LIBRARIAN..... John Choquette
SECRETARY..... Pat Choquette	ACTIVITIES MANAGER..... Ray Houde
TREASURER..... Siggi Klann	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 materials, but cannot be responsible for damage in the mails, nor do they assume any responsibility for return or safety of same.

ADVERTISING: Bob Hatton, THE ANTIQUE MOTORCYCLE CLUB of MANITOBA, P. O. BOX 1074,
WINNIPEG, MANITOBA, R3C 2X4 (204)257-4084

CLUB MINUTES

We had a great turnout at last month's meeting which turned out to be a very busy one.

Dave Page from the Manitoba Chapter I of the Blue Knights came out to our meeting. He discussed their club and we hope we can get together for some runs and events. We will let you know more as we get more information.

It was brought to our attention that the provincial government is trying to bring in laws to make turn signals mandatory on all motorcycles except motorcycles with vintage plates on them. We, as a club are sending a letter to the register to protest this law and state that all motorcycles procured prior to 1969 should be exempt from the turn signal law. If you as an individual would like to state your opinion to the government write to: The Register, Register Motor Vehicle Branch, 1075 Portage Avenue, Winnipeg, Manitoba.

In the newspaper report, it was stated that selling of dealer adds brought in \$419.00 to offset the cost of the newsletter.

We will have a display in the cycle show 1980 with three bikes in it. We will also be selling newsletters to the public for \$1.00 each.

It was decided on that our club is going to register at the Liquor Board so we can hold socials, etc. in the future.

To finish off the meeting, Ray Houde showed another one of his great films. This film was on the 1955 Six day trials. It was enjoyed by all and gave quite a few laughs.

The next club meeting will be held on February 18th but at the time of publication of this newsletter the location is not known. Please contact executive members for the address of the next meeting.

FOR SALE:

FOR A MID 50's ARIEL 500cc TWIN
New cast iron cylinder block and alloy head. Head complete with valve covers but no valves. Never used, standard bores. Asking \$85.00 O.B.O.

FOR EARLY 50's BSA GOLDEN FLASH.
Tool box in good condition complete with decal \$15.00
WANTED:

- Round Lucas taillight
- Rear fender for 1949 Ariel blunger frame, complete with stays but will take any part
- Ariel 500cc twin parts in general, 1949 vintage
- British motorcycle tyre pump

CONTACT Ed Pauch 118 Sunnyside Blvd. Winnipeg Man.
R3J 3M2

FOR SALE OR TRADE FOR WHIZZER PARTS:

- 1- 1935XO 174cc Triumph parts of motor, trans, and one wheel
- 2- Old gas tanks 1950 Triumph and Norton
- 1- Old wheel?
- 1- 1967 Jawa CZ 250cc MX

CONTACT Ray Houde 17 Kenwood Pl. Winnipeg, Man.
R2M 1Y4 Ph. (204) 253 1225

WANTED:

FOR A HARLEY DAVIDSON "45"
Front Fender, Rear fenders, Handlebars, Headlight rim, Headlight lens, Tool box, Gas priming gun, Rear chain guard.

CONTACT Bert Bentley, 256 Wexford St. Winnipeg, Man.
R3R 0R9 Ph. (204) 888-7218

FOR SALE OR TRADE FOR ARIEL PARTS

A set of cases for pre-unit Triumph gear box, Serial Number TE 95190, In good condition
Two connecting rods, NOS, I believe for either 250 BSA or Ariel Colt. I will send measurements and description of markings on request

CONTACT Jim Harrison, 347 Collegiate St. Winnipeg, Manitoba. R3J 1V3

FOR SALE:

FOR A 1945 MATCHLESS G80.
Various bits, also parts for a G85CS engine (late model)

TRADING POST

WANTED:

TRIUMPH MOUNTAIN CUB 199cc (1968)
Any condition. Contact: Jim Gold 38 Barbara Cres.
Winnipeg, Manitoba R3R 2Y3 (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 tailight
WILL TRADE: 1913 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 Montrase St. Winnipeg
Manitoba. R3M 3M2 Ph. (204) 453-3748

WANTED:

FOR A 1914 HENDERSON
Fenders (same as Yale&others), frame, forks, handlebars,
I have the rest of the cycle.

FOR A 1913 HARLEY SINGLE CYLINDER
Muffler, Forks, Rear wheel internals, Chain guard

FOR A 1912 INDIAN
Forks, Single muffler, Rear wheel, Oil tank,
Handlebars, Chain guard, Clutch & Pedals

FOR A 1914 INDIAN
Handlebars, Oil Tank, Fenders, Twin Muffler.
CONTACT Dan Sharp, 1570 Lena Ave. Arcata,
California 95521

WANTED:

Pictures of tank emblems for decoupage.
CONTACT Brian Nazarko, 116 Fifth Ave. Winnipeg
Manitoba Ph. 247-7378

NEW MEMBERS

Three new members joined the club last month.
We are glad they have decided to join the club and
hope they enjoy and participate in our club.

E.A. Dawson (Smokey)
163 Garrioch Ave.
Winnipeg, Manitoba R3J 2T4

Al Fraser
36 Bernadine Cresc.
Winnipeg, Manitoba
1945 Harley "45"

Bernie Janzen
Box 571
Carman, Manitoba
1950 BMW R51/2 500cc

PRESIDENT'S NOTE

Hi, I'm back to share a few empty thoughts
with you. As you all know there is a lot more to
being interest in old motorcycles than just the
machines themselves. You always seem to accumulate
extra parts, tools, signs, advertisements and last
but not least, books! I don't know about you but
I still have the first motorcycle magazine I ever
bought. Relatively little of the motorcycle lite-
rature I have accumulated takes the form of hard
cover books but instead appears as a small mountain
of periodicals.

Making all these magazines look neat and being
able to retrieve a piece of information from them
has always been a problem for me.

A couple of years ago I decided there had to
be a better way so I went to the library at R.R.C.C.
to see what they did with their periodicals. They
were using file boxes that would hold at least a
year's worth of the thickest magazine. These file

boxes hold the magazines upright and are open on top and about halfway down the front. Therefore, the top of the spine is in sight and you can remove a single magazine without disturbing the rest. I have almost thirty of these boxes now and for me at least they've provided an ideal solution. These boxes are available from Universal Bindery on Spruce St. and cost \$2.55 each. If you begrudge the cost of the cloth bound model, a cheaper cardboard Econo Knock-Down Model is available for \$.80, or \$.90 in colours. By the way, the people at Universal Bindery refer to them as "Pamphlet Boxes."

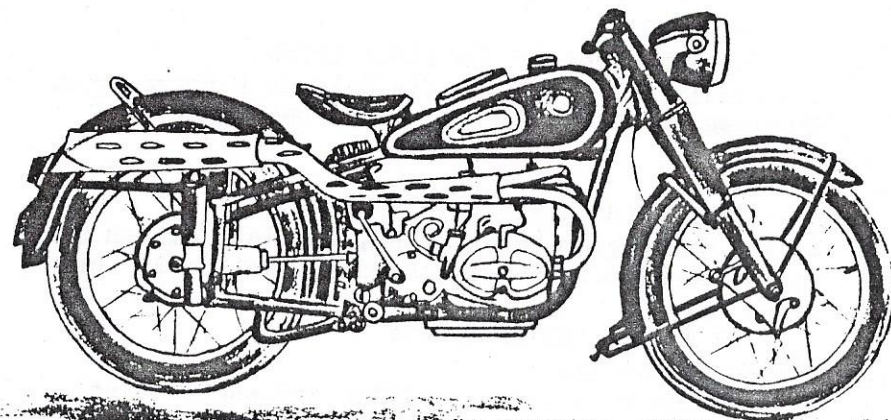
I separate my magazines by title and keep them in chronological order. The file boxes are available in colours so I use a different colour for each publication. I have gone through all of my magazines and made a list of all the old bike articles in them, grouping the articles by Make and sometimes Model of motorcycle. I keep track of the list on file cards kept alphabetically in a small metal box. This makes it easy for me to determine if I have any information on a particular bike and if I do, the File Box System makes it easy to find the specific magazine I am looking for. I hope my idea is helpful in reducing your mountainous problem to the size of a molehill.

See you next meeting.



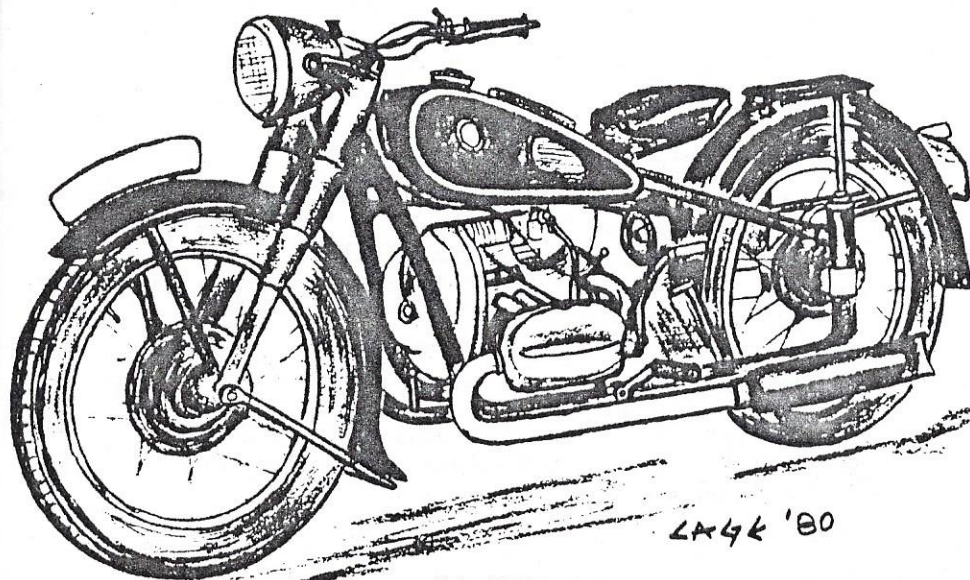
LETTERS TO THE EDITOR:

The Provincial Government's planned legislation regarding compulsory turn signals concerns me. I think an exemption for machines produced prior to 1969 without turn signals is in order. Shall we approach this as individuals or as a Club? Many machines would be quite difficult or impossible to modify to meet this legislation and I'm not fond of destroying the originality of my



596cc BMW (ohv R168) 1955

LA 54 '80



496cc BMW (ohv R-51) 1938

LA 44 '80

IDENTIFY THAT OLD BIKE

Have you ever found an old bike and wondered what model and year it was? In the months ahead we are going to publish serial no. listings for different makes to help you out. If you have a serial no. listing, get in touch with me and I will reprint them in future newsletters.

The following are the engine numbers of the various BMW Models.

	Year	Model	Engine Numbers
250 Single	1949	R24	200009-212007
	1950/51	R25	220001-243400
	1951/53	R25/2	245001-283650
	1954	R25/2	284001-331705
	1955/61	R26	340001-
	1961	R27	372001-387566
500 Twin	1950	R51/2	516001-521005
	1951	R51/3	522001-526209
	1952	R51/3	526210-536000
	1954	R51/3	536001-540950
	1955/61	R50	550001-563515
	1961	R50/2US	630001-649037
	1961	R50S	564001-565634
600 Twin	1951	R67	610001-611449
	1952	R67/2	612001-616226
	1954	R67/3	616227-617700
	1956/61	R60	618001-621530
	1961-	R60/2	622001-629999
		R60US	1810001-1819307
600 Twin Sport	1952	R68	650001-651453
	1955/61	R69	652001-654955
	1961-	R69US-	
		R69S	655004-666320

Type 246

500 Twin	1970/73	R50/5	2900001-2903623
600 Twin	1970/73	R60/5	2930001-2938704
750 Twin	1970/73	R75/5	2970001-2982737

machines after working so hard to restore them to original condition. Whatever we do, it will have to be quick and well organized.

VIEWS & TIPS

Allan Johnson of Georgetown, Ont., a member of our club has sent us a letter giving his views and some tech. tips. Part of his letter is copied below. Any other members wishing to contribute to the newsletter please do so and we will do our best to pass the information along.

Enclosed is my 1980 membership renewal form and a cheque for \$10.00. I would mention how much I enjoy receiving "Rust & Pieces" each month and finding out how old motorcycling events and doings are in Manitoba. Having at one time edited the CVMG Newsletter I can appreciate the effort that goes into producing "Rust & Pieces".

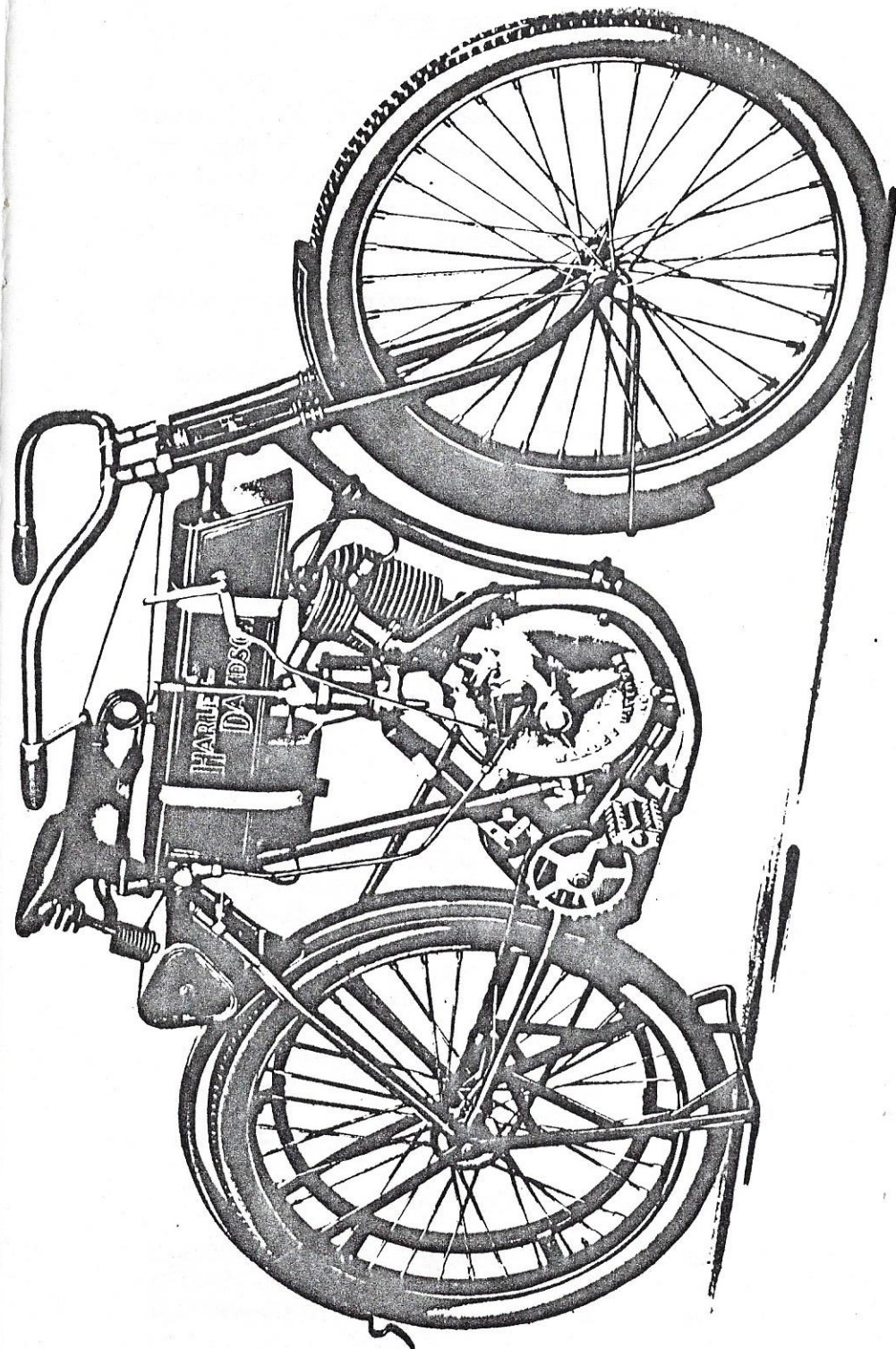
I notice that you have Antique Plates for motorcycles in Manitoba. There have been some efforts made to get them in Ontario but the government has always resisted this as being too difficult to administer. I myself am of two minds as to whether or not Antique Plates are a good idea. In one way, a one time antique plate saves the enthusiast money on annual licence fees and may allow him to get cheaper vintage motorcycle insurance. On the other hand the use of the motorcycle is very limited and if gasoline rationing comes, antique-plated motorcycles will probably be considered with pleasure boats and snowmobiles and not given any ration coupons. Several months ago, when the question of gasoline rationing came up I phoned the Dept. of Energy and Resources in Ottawa and was assured that motorcycles would be given a gasoline ration in case of shortages. If rationing came it might well be an advantage to have several licensed motorcycles in your garage and therefore several sets of ration coupons.

MOTORCYCLE PAINTING---AFTER THOUGHTS

Very often the paint job on a motorcycle restoration project is farmed out to a custom shop with a great reputation for lacquer work especially candy or airbrush mural work or trick effects. Now if such specialized effects are part of the intended paint job or perhaps if the restoration is a "show only" one then that is the way to go. However, if the intent is a working restoration which resembles the original product, a restorer can often do just as good a job of painting at home. I have seen trophy winning paint jobs which were done at home with either spray bombs or airbrush and which could not be distinguished from "professional jobs".

Probably more important than the actual colour paint application is the surface preparation. This is where real time energy, and money should be spent. I have always preferred bead blasting to remove old paint down to bare metal although many use sand blasting as it is cheaper. However, a sand blaster has to be careful because sharp sand and high pressure can go right through thin sheet metal fenders. With both systems all threads, bushes, bearings etc. must be covered to avoid damage from sand and glass. Incidentally, glass bead blasting can but a very nice satin finish on engine and gearbox cases but again they must be well cleaned afterwards to remove ALL traces of glass dust.

Immediately after cleaning of parts to bare metal they must be treated or painted to prevent corrosion from gaining the upper hand. I usually paint bare metal with one of the commercial rust killers (Navel Jelly, Rust Remover, etc.) which are a solution of phosphoric acid which phosphates the steel. This prevents any traces of rust, which is nearly always present on old metal, from later ruining the paint by bubbling up from underneath. After this has dried, I slap on the



SHORT NOTICES

March 7, 8, 9

Cycle Show 80 in Winnipeg at the Convention Centre.

June 20, 21, 22

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

IMPORTANT: As you will see there are some shops and services advertised in our newsletter. All of these advertisers have something to offer to our members and are worth checking out. Be sure to tell them where you saw their add so they will continue their support of our club. We wish to thank them for their support and also thank our other sponsors.

CLUBS, SHOPS, PRODUCTS, INFO

Consumers Optical, 252 Edmonton Street, Wpg. is selling goggles that fit very comfortably over glasses. The trade name is "Ski Eaggle II" and they come with amber plastic lense. The purchase price is \$27.95. Clear or grey lenses are available for an additional \$9.00 each.

For all you sidecar fans here is the address of "The United Sidecar Association Inc". Write to them for information and application form.

United Sidecar Association Inc.
c/o Hall Kendal, 1621 Palomini Lane
Kingwood, Texas 77339

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

Club Crests \$13.00 each
Corn Roast Plaques \$1.05 each
Extra copies of "Rust & Pieces" .85 each
Book Binding .50 per book.

primer. This is then followed by whatever filler, further primer, spot putty, etc. is needed to provide the absolutely smooth, even, correctly curved surfaces you wish to paint. This is where the work really comes in, especially if the tank and fenders have been banged about. Ofcourse any serious straightening work, or body work with lead etc. should be done before cleaning. Getting that smooth, even no imperfections, finish, on the sheet metal is a matter of many primer coats and much sanding, especially the wet sanding with 200 and 400 grit paper. You can never spend enough time on this aspect of painting in my view.

When this stage is finally done to your satisfaction, carefully clean all the parts to be colour painted with a "tack rag" or a cloth moistened with solvent to remove all sanding dust or residue. Ideally, colour painting should be carried out in a separate area from the sanding and body work, but if you only have one workshop area it pays to clean up the area and vacuum up any stray sanding dust which may cause problems later. This is especially necessary if you use slow drying enamel type paints.

You will note that I have not said anything about the type of paint to use ie. lacquer, enamel, polyurethane etc. This is simply because any of these types can give good results. You should stay with one type (and preferably brand) throughout a job. Some people may use a polyurethane on frame parts which will get a certain amount of abrasion since it is tougher and revert to lacquer on tank and fenders especially if these are large surface areas (such as on a late Indian Chief).

Lacquers tend to crack with vibration after a few years in my opinion and I also find the odour of the solvent too strong for use in my basement workshop. However, they dry very quickly, can be rubbed out to a high gloss easily and

quickly, are available in a wide range of colours and are the choice for special effects. I do use spray bomb lacquers for small jobs such as a gas tank only where the amount of paint needed is small. However, with spray bombs I do not use spray bombs of primer as the spray bomb primers are too thin to fill in minor imperfections in a surface.

Polyurethanes are excellent for frames, hubs, handlebars etc. and can be used on other parts as well. One of the problems, however, is their limited range of colours. Another is that some brands can be tricky to apply and also are quite expensive. Nevertheless, the high gloss obtainable with some of these is worth the cost to some enthusiasts.

Enamels are slower drying and must be left to harden before rubbing and polishing, however, they most closely resemble the original finish on most motorcycles, especially English ones where the painted parts were usually stove enameled. Enamels can be dried more rapidly if dust is a problem by using heat lamps of the chicken or pig brooder type. Enamels can be brushed or sprayed. Brushes should be good quality and kept clean. It should be noted that all the classic cars (the expensive ones) made before 1925 were hand painted with brushes.

Several firms in USA and Britain offer paint in original colours used by various manufacturers. However, most paint stores especially automotive paint suppliers will mix paint to match a sample. Just be sure that the sample you use has not faded from the original. British motorcycles of the post WWII period were often finished in colours which faded considerably as they aged. Often the paint colour on the inside of the gas tank rail slot will not be faded.

Some people have had difficulty painting a panel on a chromed tank and have had to abrade

GENERAL SPECIFICATION

MODELS FH, KH, VH, NH and VB

Frame: Duplex cradle type, fully triangulated, ensuring great rigidity, swinging arm rear suspension, hydraulic damping, rubber bushed pivots; lugs for sidcar attachment either side. Thief-proof steering lock. Stands: Easy-lift spring-up central and strong tubular front; prop stand on models F.H., K.H., V.H. and N.H.

Front forks: Telescopic with hydraulic damping, attractive headlamp hood and fork cover, with built-in illuminated instrument panel containing speedometer, ammeter and lighting switch.

Hubs: Full width light alloy, fitted with heavy duty ball bearings front and rear, powerful central brakes with non-fade linings, fulcrum adjustment, new quickly detachable rear wheel.

Transmission: Four-speed gearbox, foot control; three-plate dry clutch; engine shaft shock absorber; polished aluminium oilbath primary chaincase; rear chain fully protected and lubricated.

Handlebars and controls: adjustable; chromium plated; $\frac{1}{2}$ inch diameter.

Petrol tank: Rubber mounted; enamelled and lined, with chromium plated motifs, quick action filler cap.

Mudguards: Wide 'D' section (valanced front on Model VB), back end of rear guard detachable for easy wheel removal.

Equipment: Ariel design dualseat and pillion footrests, trip speedometer, 120 m.p.h. (180 k.p.h.); $7\frac{1}{2}$ inch headlamp, 56 watt dynamo, 12 amp battery, stop and tail lamp, reflector, electric horn, tool box and tools, tyre inflator.

Finish: Superbly finished in best quality Deep Claret enamel.

TECHNICAL INFORMATION

MODEL	4G	FH	KH	VH	NH	LH	VB
TYPE	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	S.V.
Number of Cylinders	4	2	2	1	1	1	1
Bore and Stroke (mm.)	65 - 75	70 - 84	63 - 80	81 - 95	72 - 85	60 - 70	86 - 102
Bore and Stroke (ins.)	2.56 - 2.95	2.76 - 3.30	2.48 - 3.15	3.22 - 3.74	2.83 - 3.34	2.36 - 2.75	3.4 - 4.01
Cylinder Capacity (cc.)	997	666	498	497	347	197	598
Cylinder Capacity (cu. ins.)	60.8	40.3	30.4	30.4	21.2	12.18	36.5
Compression Ratio	7.2	6.5	6.8	6.8	7.5	7.5	6
Engine B.H.P.	42	5	28	26	18	10	18
Engine R.P.M.	5,800	5,500	6,200	6,000	5,600	5,600	4,400
Engine Sprocket							
No. of teeth—Solo	25	24	21	23	19	17	23
Sidecar	22	21	19	19	—	—	19
Solo Gear Ratio—Top	4.36	4.53	5.18	4.74	5.72	7.0	4.74
... Second	5.70	5.93	6.78	6.20	7.50	8.5	6.20
... First	7.40	7.71	8.81	8.05	9.72	11.4	8.05
Sidecar Gear Ratio—Top	11.55	12.01	13.74	12.55	15.15	17.5	12.55
... Second	4.95	5.18	5.72	5.72	—	—	5.72
... First	6.50	6.78	7.50	7.50	—	—	7.50
Tyre Size Dunlop—Front	8.42	8.81	9.72	9.72	—	—	9.72
... Rear	13.10	13.74	15.15	15.15	—	—	15.15
Wheelbase (inches)	3.25 - 19	3.25 - 19	3.25 - 19	3.25 - 19	3.25 - 19	3.00 - 19	3.25 - 19
Overall Length (inches)	4.00 - 18	3.50 - 19	3.50 - 19	3.25 - 19	3.25 - 19	3.00 - 19	3.25 - 19
Handlebar Width (inches)	56	56	56	56	56	51	56
Dualseat Height (inches)	86	86	86	86	86	80	86
Ground Clearance (inches)	27	27	27	27	27	27	27
Weight Fully Equipped (lb.)	31	31	31	31	31	29 $\frac{1}{2}$	31
Petrol Tank Capacity (gallons)	54	54	54	54	54	54	54
Petrol Tank Capacity (litres)	43.5	41.0	39.0	37.5	36.5	27.0	37.0
Petrol Consumption (M.P.G.)	5	4	6	6	6	4	4
Approximate Mean and Maximum Speeds (M.P.H.)	70 - 75	65 - 70	75 - 80	75 - 80	80 - 85	100 - 110	70 - 75

NOTE: Speed and petrol consumption figures do not apply to new machines that have covered less than 2,000 miles. Petrol consumption figures are based on a maintained speed of 45 m.p.h. Model LH at 35 m.p.h.

has been in possession of a very good gas tank with original paint on it, which he finally agreed to sell. The price was very expensive but the tank is excellent and it is the correct year, model and color for my bike.

Right now I am working on fenders, forks and wheels, which all need considerable work to complete. I still have to find fender stays, a headlight nacelle and a burgess air cleaner, as well as some decent wheel rims, but with any luck, I expect to be riding the beast this summer.

Maybe a brief postscript about the Red Hunter's specs is in order. Rated horsepower is between 26 and 34 depending on C ratio, cam and carburetor. A Burman four speed transmission is used. The clutch is unique in having a separate dry enclosure outside the primary chaincase. The engine is a straight forward push-rod single with iron barrel, aluminum alloy head and roller bearing crankpin. One unusual feature is a camshaft with only one very large lobe on it. Two cam followers are offset so that each operates one valve at the proper time from the same cam. Simplicity itself! A Lucas magdyno supplies magneto ignition and D.C. current for the 6V. battery and electrics. The carburetor is an Amal Monobloc of 1 1/8 - 1 3/16 bore. Scrambles competition machines used Amal T.T. or G.P. models as optional equipment. Curb weight was approximately 375 lbs. dry for the road going 500 model, less for scramblers.

These machines were never intended to be the world's fastest. They endeared themselves to their owners with a solid character. This character was made up of qualities of reliability, simple easy maintenance; the flexibility to do many different types of riding well, and the stubborn ability to continue running even when abused or neglected badly. They were not "Dogs" but performance was described as pleasantly brisk in their day. I can hardly wait to ride mine.

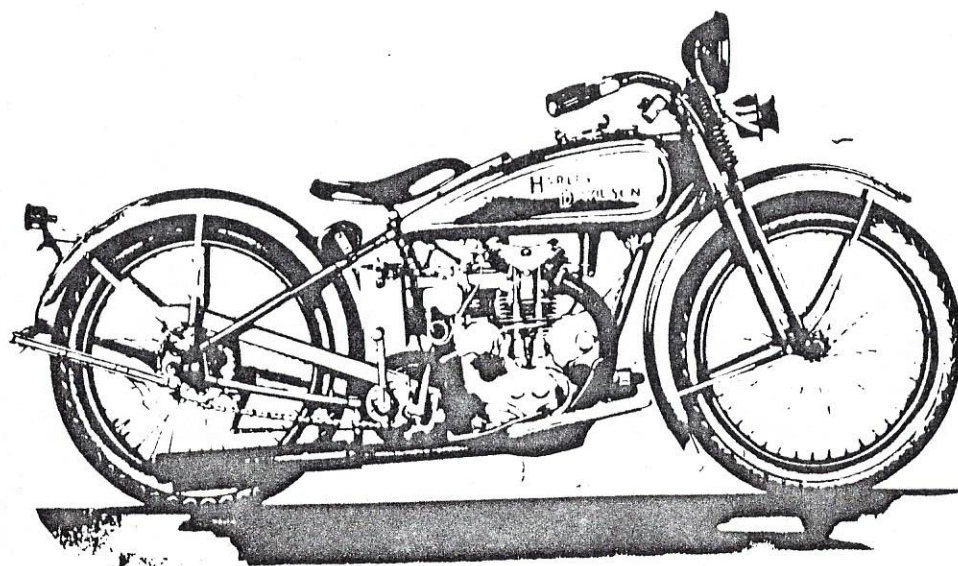
the chrome to get paint to adhere. I have never had this problem but have made sure that the tank was completely grease free by washing it with lacquer thinners.

Lining a tank with a gold or silver line can be turned over to a sign-writer to can be done with a very fine artist's squirrel hair brush or a proper lining brush. All it takes is a steady hand and patience. If you do not have either, lining tape can actually be a very good substitute.

Proper decals set off a good paint job particularly on the tank. There are a number of sources for these either one make clubs, several U.S. specialists or the Vintage Motorcycle Club in England. (who have decals for a wide range of vintage motorcycles.)

Hope the above notes may be of some use. Best Wishes for the New Year.

Yours sincerely
Allan Johnson.

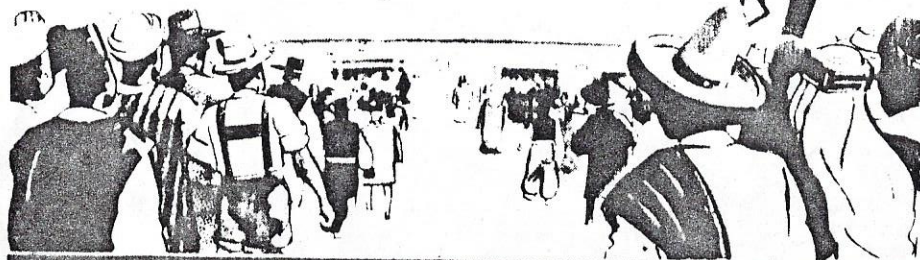


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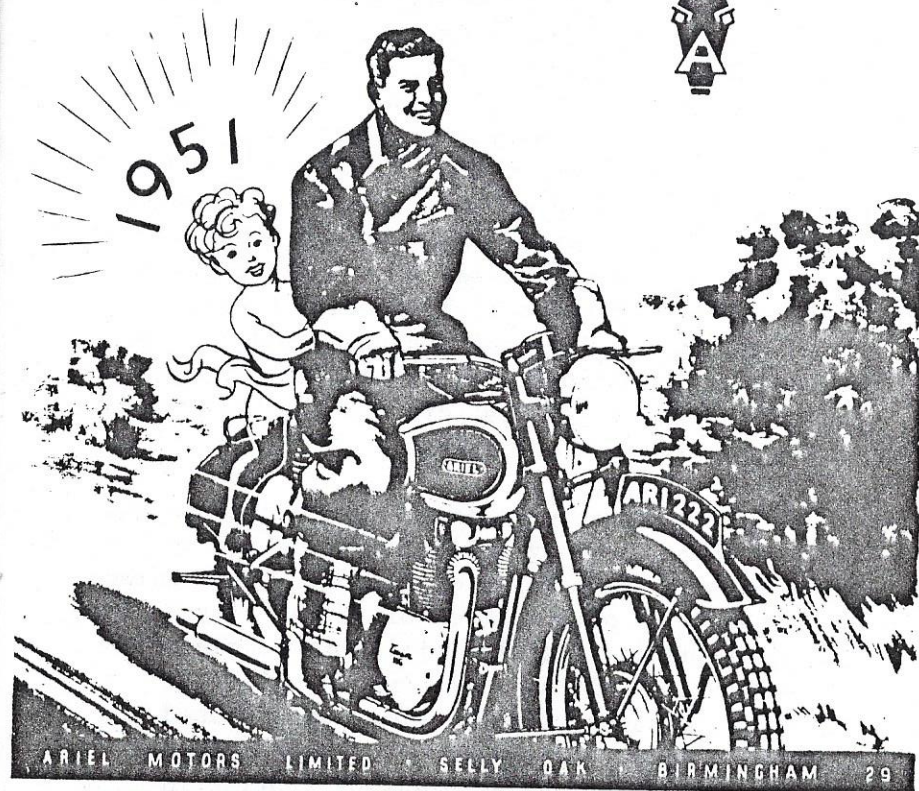
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BIKE OF THE MONTH

BARRY SEIB'S 1956 ARIEL RED HUNTER

In the fall of 1976, I came upon an ad in a Winnipeg Paper for an Ariel 500 Single. After a brief (very) discussion with the other half of the family, a decision against my buying it was made, based on the number of machines I already owned.

However, a friend of mine had an interest in acquiring an old motorcycle and thus an excuse to go see it was found. When we arrived, we found that the cylinder head had been removed for some time. The piston was seized solid in the bore. Attempts to remove the magneto sprocket with a crowbar had mutilated it. The only reason I stayed to look longer was that 500 Singles were getting scarce and despite a terrible amount of damage inflicted by a previous owner, the tool box and several other parts were strangely still attached. Closer inspection revealed very few ruined threads in the cases. This problem is so common on English bikes brought into Canada. People just become frustrated when no American bolt will fit, and proceed to force the closest American bolt in.

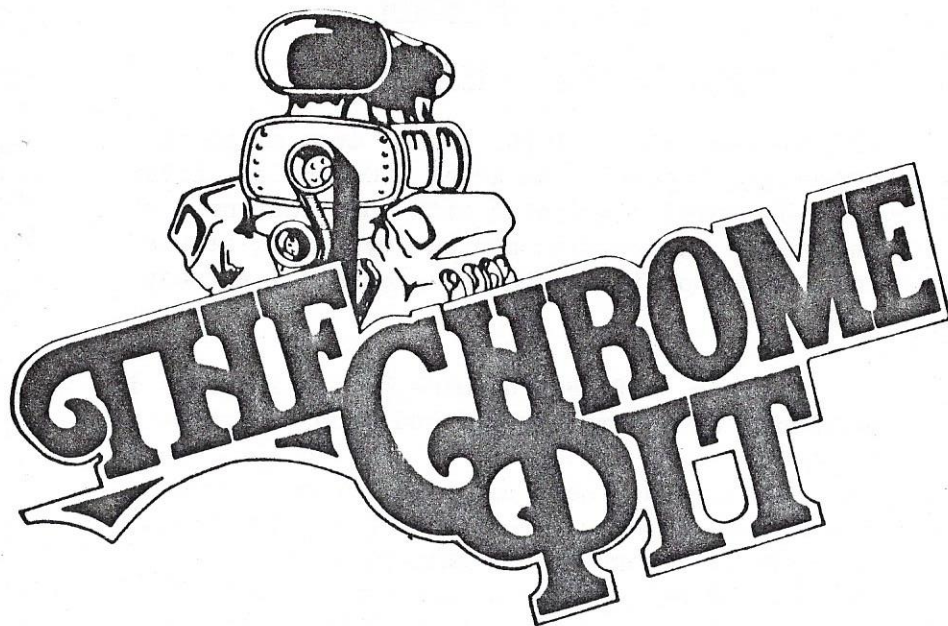
Upon approaching the vendor regarding a reasonable price for the remains, he held out for a price of \$250. with the threat that it needed very little to get it running, and he would apply necessary techniques to do so unless he got his price. Fearing what might befall the poor old fellow if the vendor inflicted more of the same type of wounds in an attempt to get it running, we finally paid \$225.00, if I remember correctly. My friend lost enthusiasm for it shortly, and I acquired it in trade for another machine.

At this point, a ground up restoration project became obviously necessary. A portion of the rear frame had been cut off and a crude form of chicken rail welded on in its place. The fuel tank was a whizzer item held on with hose clamps. A highway bar had been pressed into the side car frame lugs. Fenders were absent. First, I acquired a similar 350cc model and parts of a 1958 Ariel frame and forks from Jim Harrison at a greater cost than the original machine. The chicken rail was removed and parts of the bent 1958 frame which were straight were carefully grafted to the rear of the project frame. This would make mounting the original fender possible. Next a similar exercise in patience replaced severed foot rest mounts. The highway pegs were removed on about the 60th try.

The frame was stripped, filled and primed. More searching revealed an original front fender hiding as a rear fender on another machine. Writing away produced tank emblems, proper timing cover screws, foot rest rubbers and a battery holder. Jim Harrison came through with a new intake valve and new valve springs. New guides were machined locally from phosphor bronze. The cylinder head, which had been "Hotrodded" by a Hammer and Chizzel artist was returned to great shape with the help of Jake Houtop. New bearings and rings were bought and the engine polished and assembled.

Next, an attempt to match closely the color of "Ariel Claret" was made. Actually, many attempts were kindly and patiently made by the people at Rondex. Finally a close facsimile was made and the frame was painted. This machine, unlike many others of its day was painted all one color, including the frame.

Recently, the project received a big shot of encouragement, administered by Jim Harrison. He



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