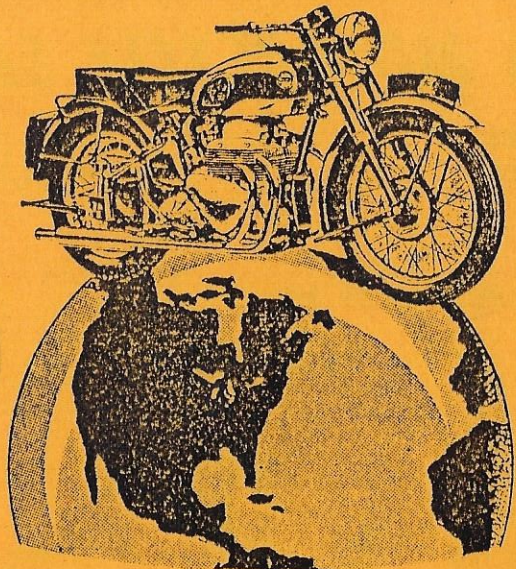


JUNE 1960

# RUST 'N PIECES ARIEL



VOL. 3

THE ROLLS ROYCE OF MOTORCYCLES

NO. 6



P.O. BOX 1074  
WINNIPEG, MANITOBA  
R3C 2K4

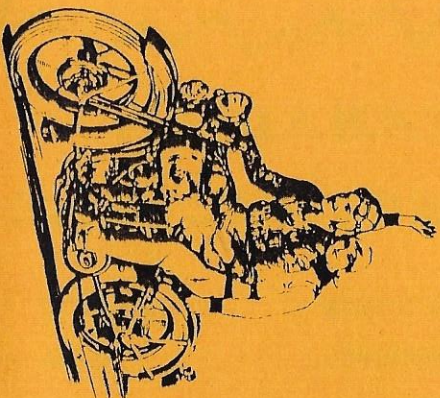
TO: Ross Metcalf

415 MONTROSE ST

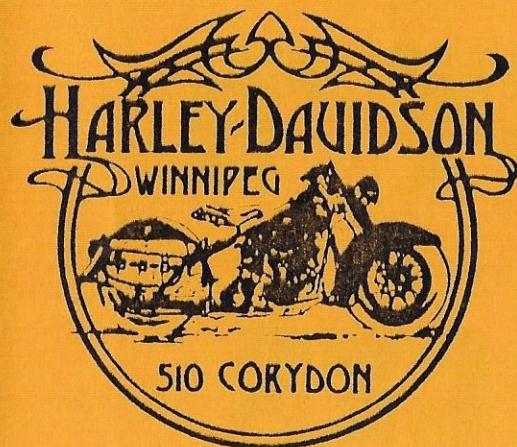
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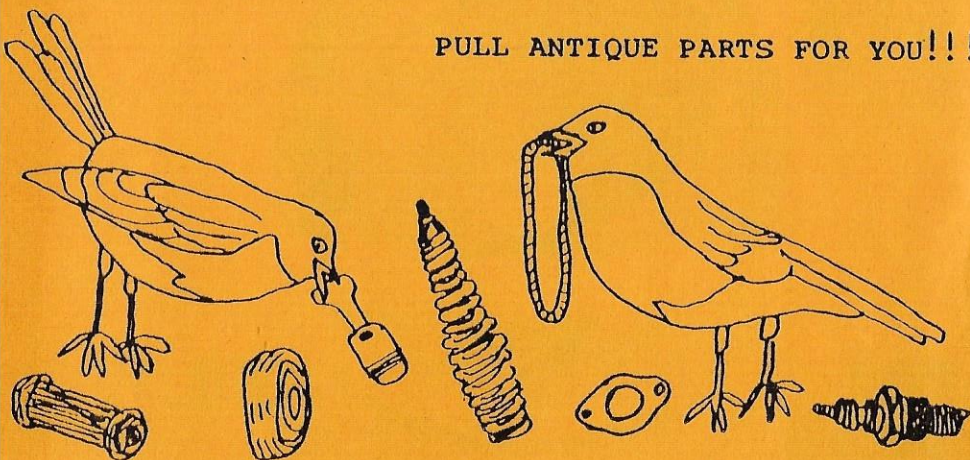
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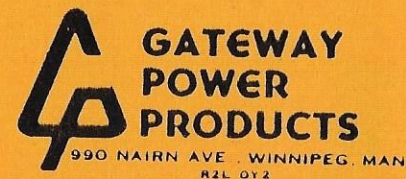
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## TRADING POST

### WANTED

For a 1953 Triumph Trophy:  
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CONTACT Rollie Cook, 6 Grasington Bay, Winnipeg,  
Manitoba, R2N 1E4 Ph. 257-4179

### WANTED

For 1943 Harley "45": Headlight lens and ring  
For 1913 Indian Board track racer:  
racing handlebars, complete clutch assembly,  
saddle, rear stand.  
CONTACT Ross Metcalfe, 415 Montrose St., Winnipeg,  
Manitoba, R3M 3M2.

### WANTED

For H.D. 45": frame, main section civilian  
Rear fender, round oil bath air cleaner,  
For pre 1969 BMW'S: literature.

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Genuine H.D. wrenches:  
11815-35 wheel lug \$3.00  
11804X 1/2 X 9/16 X 7/16 HEX 2.00  
11814-35 1 3/4 X 3/4 \$1.00  
12645-29 flywheel nut \$3.00

### FOR TRADE

N.O.S. Tool Box 3452-36, fits 1936-39 Big Twin  
N.O.S. cluster gear, believed to be for  
J.D. trans.

CONTACT J. Simmons, 15 Finestone St., Winnipeg,  
Manitoba, R2R 1E3 Ph. 633-5010.

### WANTED

For pre-war H.D. 45": points cover, tail  
light, tool box.

CONTACT Ron munt, Ph. 888-8802

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

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## PRESIDENTS NOTE

It's now June and we've had our first run of the year. We had a good turn out and lovely weather. There were some new faces along with the old faces. All seemed to enjoy themselves. How about a huge thank you to Tom Ellison and his family for having us once again. I would like to have seen more old bikes on the run but until I get my own finished I can't shout too loud about it. Maybe for the corn roast, eh!

Speaking of old bikes, our past president; Jim Harrison, was over the other day and told me he had his 1946 Ariel 500 running. It will be a welcome sight to see again, as it has been about eleven years since I last saw it run. So those of you who are beginning to think the rebuilding process will never end, take heart from Jim's example. I am very behind schedule myself because every time I look around I seem to find something else worn out worse than I ever would have thought possible. I look at it this way, though; if Jim can do it, then I can do it too. So remember, if he can do it, and I can do it, then you can do it too!

See you all at the next meeting.

Jim



"That's my husband  
—he had plenty to say  
last week when I got  
the car dirty"

# ARIEL

## ADDS COLOUR TO MOTORCYCLING

CALL IN  
AT YOUR  
DEALER  
NOW

### IDENTIFY THAT OLD BIKE

ARIEL ENGINE AND FRAME NUMBERS FROM 1941 TO 1950

Engine	Rigid Frame	Spring
<u>1941-44</u>		
350	BH	XG
W/NG- Military Machines		
<u>1945-47</u>		
350	BK	AP -
500/600	CK	BP -
1000 4G	DK	XP -
<u>1948</u>		
350	AJ	BP BX
500/600	BJ	BP BX
1000 4G	CJ	XP AX
500 Twin	PT	VP CX
<u>1949</u>		
350	DJ	RF SF
500/600	EK	RF SF
1000 4G	FJ	GR GS
500 Twin	HT	HH HS
<u>1950</u>		
350	KL	AB AC
500/600	MC	AB AC
500 Twin	OP	GD LL
1000 4G	JJ	TD CW



## CLUBS, SHOPS, PRODUCTS, INFO

### Panther Club (PC)

36 Coombe Road, Croyden, Surry, England  
Newsletter "Sloper"

### BSA Owners Club (BSAOC)

244 The Cullerns, Highworth, Swindon, England  
SN6 7NP

### Nostalgia Cycles A Motorcycle Advertising Magazine

Box 30, Addison, Illinois 60101

\$9.00 per year and a 25 word add with your subscript

## SHORT NOTICES

June 20, 21 22 The 1980 CVMG Rally at Barrie, Ontario

June 20, 21, 22 The Harley Rendezvous at The Washington  
County Fairgrounds, Route 29, Greenwich, New York

June 22 MMC Poker Run

July 12, 13 AMCA meet at Medina (Lafayette) Ohio

August 4-10 Sturgis Rally, Sturgis, South Dakota

Aug. 16, 17 AMCA meet at Scenectady, New York

Sept. 6, 7 AMCA meet at Davenport, Iowa

Sept. 13 AMCM Corn Roast - Sat. not Sun.

The club will have the following articles for sale;

Club Crests \$13.00 each

Extra copies of "Rust'N Pieces" .85 each

Spring Run Plaques

Corn Roast Plaques \$1.05 each

Next club meeting Mon. June 16, ( we finished the  
constitution last meeting.)

## EDITOR'S NOTE

Bob is in Montreal on a course, so I am  
helping with this issue of RUST 'N PIECES.  
The people who regularly do the magazine deserve  
a lot of thanks as they do quite a job. Bob will  
be back soon.

Jim Harrison

## NEW MEMBERS

This month the old club welcomes two new members.  
They are;

James Dyki  
3202 E. Davison  
Detroit, Mich.

Dave Helton  
7458 S. 116th Place  
Seattle, Washington

Dave is the lucky owner of three Indians,  
two Excelsiors, and a Thor.



"Oswald, fancy seeing you here!"



## HOW TO DECIPHER THAT WANT ADD

Have you ever wondered what those phrases in some adds really mean? Here is a guide that will make it a little easier.

"Completed many tours" really means He's been everywhere trying to seel it

"Most chrome done" He's polished the fender tips

"Firm price" Make him an offer

"Asking price" Make him an offer

"Rare classic" Nobody liked it new

"Desireable classic" Nobody likes it now

"Modern classic" No even wanted at used bike shops

"Future Classic" Not worth anything now or in the future

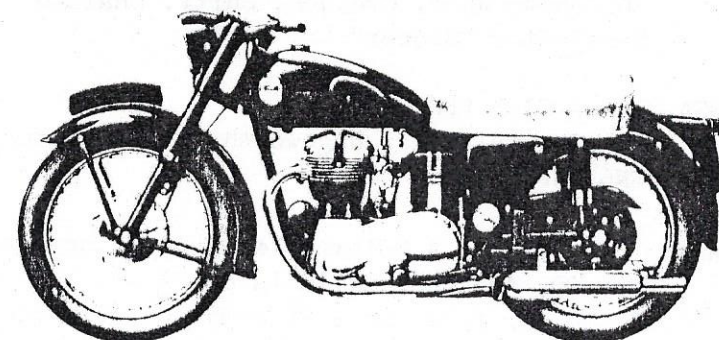
"Solid bike" Everything rusted together

"Gone over and checked out mechanically" He added a can of STP

"Now, sir, I really must ask you to decide about buying."



# The Modern Motorcycle



The 1953 Ariel 350 which I have exhibited on several occasions is a model N.H. It was sold locally in 1953 by North West Cycle. It has thirty-eight miles on it since new. Even the license plates are original. The colour scheme of the bike is Wedgewood Blue. White pin striping adds a tasteful accent. Being a deluxe model the frame has the Ariel "spring heel" plunger, which provides suspension with constant chain tension. 1953 was the last year for this feature on most models. In 1954 the swinging arm or pivotted rear fork was introduced.

I purchased the '53 in 1977 from the second owner. He had acquired it in the middle 1960 s and had carefully stored it.

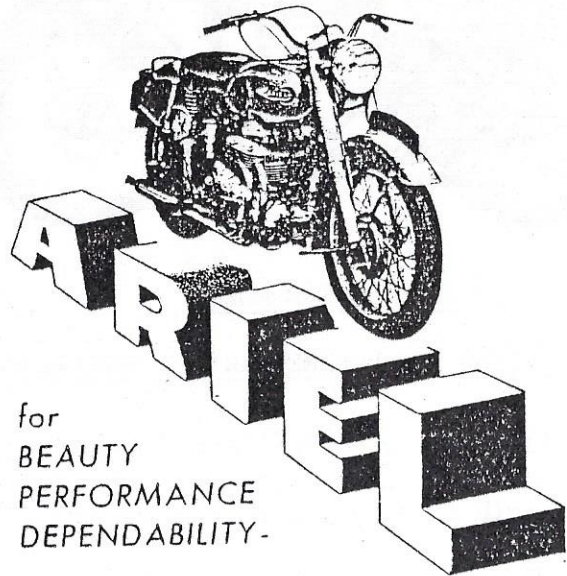
The second owner was sitting in a coffee shop when a lawyer, seeing he was a motorcyclist, approached him. The lawyer asked if the fellow would like to buy an Ariel being sold at an estate sale. The original owner it seems had become too ill to ride just after buying the Ariel new. So, the machine was stored and never again used. Then it was sold upon the first owner's death. I feel very fortunate to have such a machine.

Other Ariels I own and hope to restore include a 1954 500cc VH, and a 1932 four valve 500cc VG.

Support our club, it is the best thing to have happened for the enthusiast of older machines.



## ALWAYS ON TOP



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Going after bikes and parts could have surprising consequences on one occasion I had just picked up a 350 Ariel using an old station wagon. The glass in the top half of the rear door fell out, shattering over my friend's head. Fortunately he was not hurt.

Soon a basic 500 single was pieced together using a rigid frame and girder fork. I somehow wound up with the engine and frame both having 1946 identities; although the parts came from many sources. The 1946 engine came from a 1953 Red Hunter, which I purchased in the middle of the Polo Park parking lot.

I rode the '46 for a couple of summers and have kept it. After a ten year rest, and the addition of many authentic parts, it will be back out this summer.

"Motor quiet" He added 2 cans of STP

"First time offered" He hopes you don't know he's been trying to sell it for years

"Needs detailing" He can't find the parts

"One of a kind" He doesn't know what it is

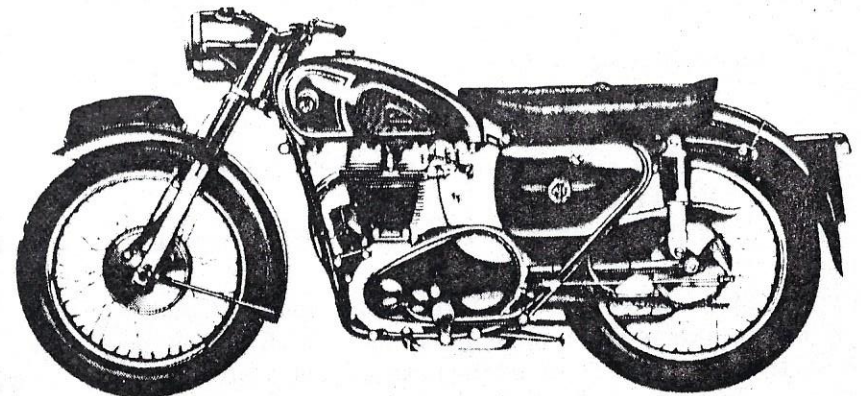
"One owner" And he doesn't want to be it

"Ride anywhere" If you re in no hurry

"Excellent for restoration" Junk

"Mint bike" Will cost a mint to buy and restore

## The MARQUE of QUALITY





## METRIC MANIA & OTHER MADNESS

Have you ever felt foolish when that fuzzy faced kid at the pumps started asking questions like "How much does your tank hold?" or "How far can you go on that tank?" or "How much horsepower does your engine put out?" and not have a ready answer.

Now remember that "35 miles per gallon" or "120 miles per tank" or "74 cubic inches" mean nothing in Canada anymore, especially to the kid who probably cut his teeth on a "Susie" and perhaps your spec's . only gave your torque and not your horsepower.

Well I figure you could baffel guys like him with baffalo chips and suffer or memorize some conversions and factual answers. The kid still might not know what your talking about, but you would. At least you would not run out of gas 20 kilometers from the nearest station or ruin that new \$130. Avon because you ran it 1.2 kilo's of pressure too low.

So here are some numbers you are going to need sooner or later. Copy them down, work them out and stick them in the pocket of your riding jacket. It's good to have all your facts both ways, especially if you go across the line once in a while.

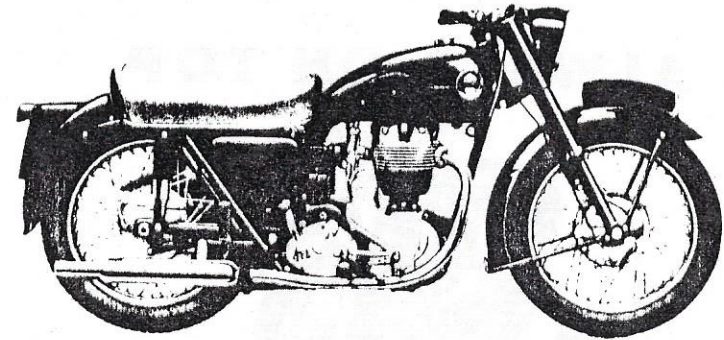
### Engine Displacement:

cubic centimeters x 0.061 = cubic inches  
cubic inches x 16.837 = cubic centimeters

### Gas Tank Capacity:

gallons x 3.785 = liters  
liters x 0.264 = gallons  
miles per gallon x 0.4252 = kilometers per liter  
kilometers per liter x 2.352 = miles per gallon

Lets say your tank holds 2.5 gallons and you get 35 miles per gallon or  $2.5 \times 35 = 87.5$  miles per tank. Now that you fill up with liters and travel kilometers, what is your range.



## BIKE OF THE MONTH

### JIM HARRISON AND HIS MECHANICAL MENAGERIE

I could begin by saying that I have been a motor cyclist "on and off" for years. However, such an old joke is beneath my dignity, so I won't use it.

My interest in motorcycles began with a 197cc "Famous James". When I sold it, withdrawal symptoms were immediate. I was hooked. A friend solved this for me. He mentioned a 500cc singel for sale near Starbuck. An Ariel, it turned out to be a crisp unit indeed.

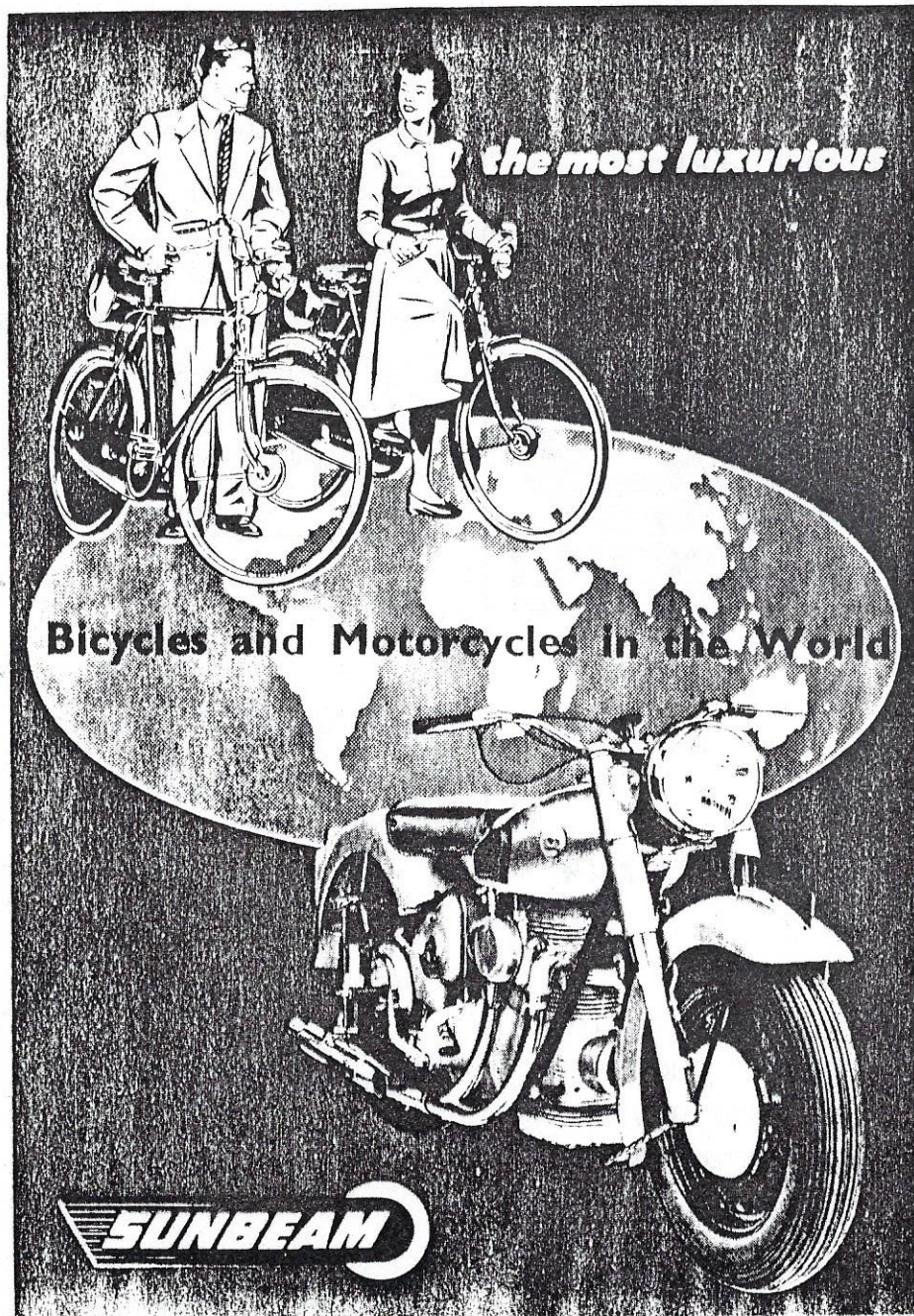
It had recently backfired and burned down an old farm house. The bike had had the frame welded at least once, and was wearing a charred James tank.

I forget the exact purchase price. At between fifteen and twenty-five dollars, who could resist it? The owner's dad cheerfully loaded the burnt offering into my friend s car, using his tractor.

If you ever want to amuse people, take an old bike for an autumn evening cruise, in the rear seat of a Morris Minor convertible. The Ariel looked very comfortable sitting up on its hind wheel against the seat.

As irresistable as this gem was it was filed away for parts. By placing a subsequent ad in the newspaper, I practically had people coming in the night to dump old parts on the lawn.





Your tank would now hold  $2.5 \text{ gallons} \times 3.785 = 18.4625 \text{ liters}$ . So if you get 35 miles per gallon or  $35 \times 0.4252 = 14.882 \text{ kilometers per liter}$ , your range would be  $14.882 \text{ km} \times 18.4625 \text{ liters} = 274.76 \text{ km per tank}$ .

Tire Pressure:

$$30 \text{ lbs. p.s.i.} \times 0.0703 = 2.109 \text{ kg. per sq. cm.}$$

Battery Electrolite: if spec'd at lets say  $70^{\circ}\text{F}$   
formula - celsius =  $\frac{5}{9} (\text{F} - 32)$

$$= \frac{5}{9} (70 - 32)$$

$$= \frac{5}{9} \times 38$$

$$= 190/9$$

$$= 21 \text{ degrees C rounded off.}$$

Ever compare a couple of bikes and the spec's. of one gives horsepower only and the other gives only the torque at a certain r.p.m.?

$$\frac{\text{Horsepower} \times 5252}{\text{R.P.M.}} = \text{Torque}$$

$$\frac{\text{R.P.M.} \times \text{Torque}}{\text{Horsepower}} = \text{Horsepower}$$

Gear Ratio: usually tranny

$$\frac{\text{Teeth on driven gear}}{\text{Teeth on driving gear}} \quad \text{eg. } \frac{32}{16} = 2 \text{ to } 1$$

Reduction Ratio: usually on tranny to rear wheel

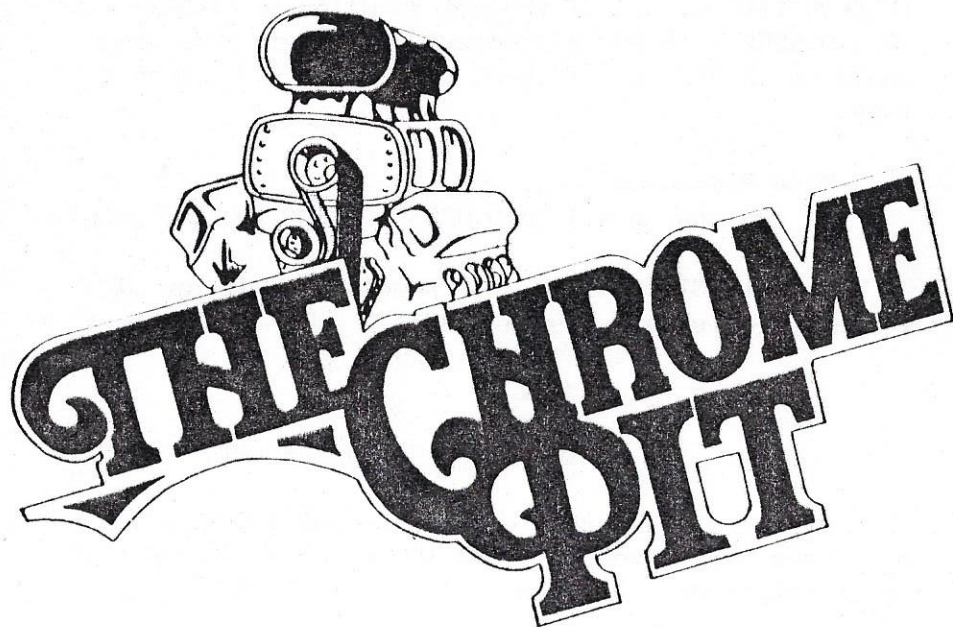
$$\frac{\text{Teeth on driven sprocket}}{\text{Teeth on driving sprocket}} \quad \text{eg. } \frac{54}{22} = 2.45 \text{ to } 1$$

by Crazy Cage



"Oh crumbs . . . who was it borrowed my plug spanner?"





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