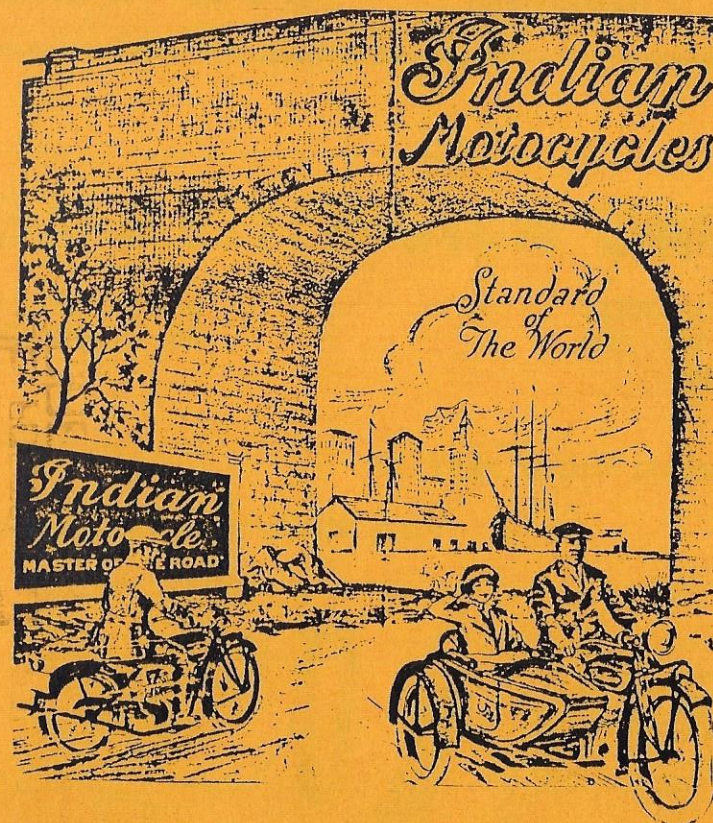


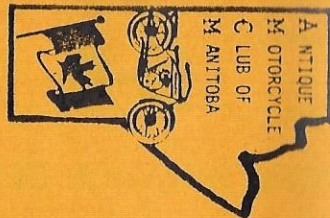
AUGUST 1980

RUST 'N PIECES



VOL. 3

NO. 8



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

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415 MONTROSE ST

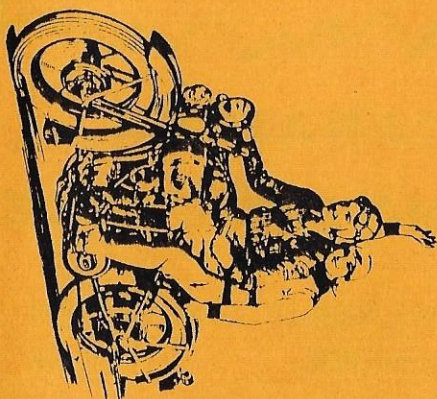
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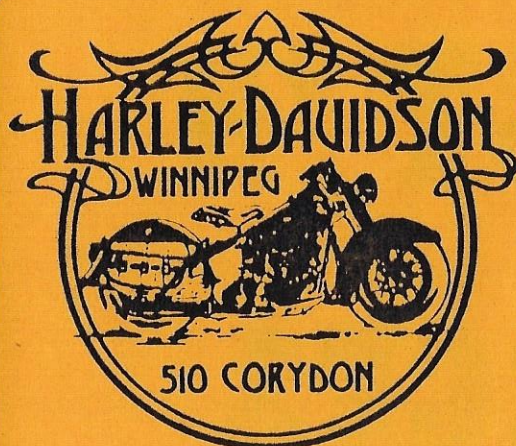
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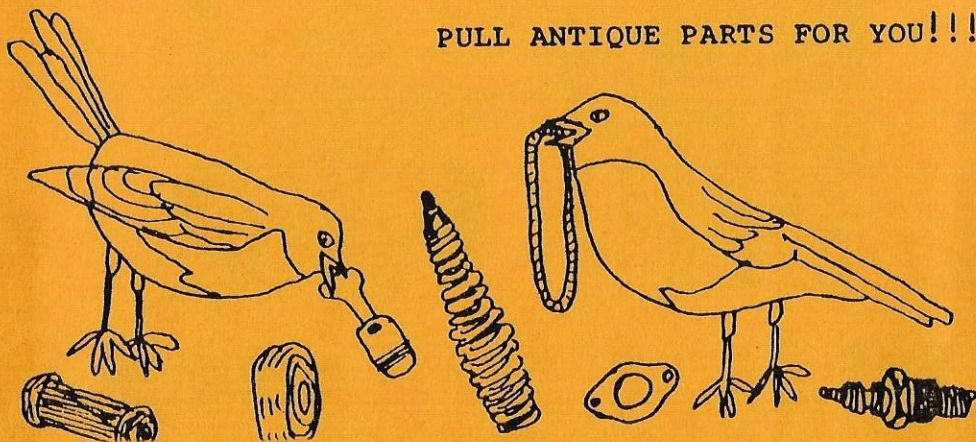
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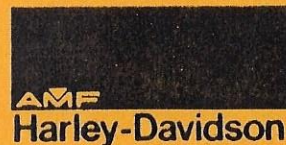
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WANTED One Front crash bar and rear brake drum
for a 1947 Indian Chief

CONTACT Siggie Klann, 1048 Erin ST. Wpg., Man.
R3G 2W9

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Main stand, Headlamp. guages, solo seat and
springs. gas tank, exhaust pipes, fork tube
covers, also fork tube covers for a 1947
Triumph.

CONTACT Rollie Cook, 6 Grasington Bay, Wpg. Man.
R2N 1E4 ph. 257-4179

OTHE CLUBS PLEASE COPY

PEOPLE CAN BE DIVIDED INTO THREE GROUPS

- * those who make things happen
 - * those who watch things happen
 - * and those who wonder what happened
-

WANTED FOR A 1913 V TWIN BOARD TRACK RACER

Complete clutch unit, Racing bard and saddle,
Rear stand. Manitoba license plates before 1952

CONTACT R. Metcalfe, 415 Montrose St.
Winnipeg, Man., Can. 284-3717

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ARTWORK & LAYOUT..... Graeme Smith

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WINNIPEG, MANITOBA, R3C 2X4 (204)257-4084

Our meeting this month was held on July 21 at the Rothmans Center. There was a good turn out as usual.

We discussed the Corn Roast and various people volunteered to pick up what will be needed for this event. Eg. food and refreshments. We also discussed the Vintage race and display on the weekend of Sept 21. Look for more details in this newsletter.

We decided to run adds in the Winnipeg papers to get more people and dealers out to the car and bike swap meet on August 4th at Polo Park.

The subject of personalized plates was brought up and the club decided not to persue this subject but we would like to see better licence plates for motorcycles. We will act on this in the future.

The meeting was adjourned and we watched films of The Isle of Man races, 1980, taken by Tiny Robins on his holidays this year. Ray Houde showed us films of our 1980 Spring Run and other events of the MMC. We all enjoyed these films and wish to thank them for showing them to us.

Our next meeting will be on August 18th, at the Rothmans Center, 1645 Inkster Blvd.

EDITORS NOTE

A few weeks ago Kathy and I were stopped on the edge of town putting on some warmer clothing. We were getting ready for some evening riding to start off a great weekend of riding. As we were stopped a vehicle stopped to see if we needed some help. It turned out to be an AMCM member and after a few minutes of conversation we carried on to our destinations. The best part of this event was to see that another biker took some of his time to see if he could help another biker. I have not been riding near as long as some club members but I can remember how bikers were more friendly on the open road. Now our waves are not returned as often as they use to be and people hurry on their way. I just hope the people who restore and enjoy old bikes don't go the same way.

Leta Seib has started a part time mail order motorcycle business, called Iron Horse Enterprises, Barry will help. From the outset, Barry & Leta would like other club members to know that this is not a way to get parts as "gifts" from club people and resell them to other club members. They report that they have bought at considerable cost, parts from outside Manitoba, which Barry feared might leave the continent before anyone here had a chance at them.

IRON HORSE ENTERPRISES

"Purveyors of Fine Quality and N.O.S. Parts for the Serious Enthusiast."

Wish to advise they now have assorted new original BSA, ARIEL, LUCAS & AMAL parts. Stock includes 12 various new BSA gas tanks, 2 new MK1 Sq4 Ariel tanks, 8 new CPT. Front Fork Assys., more than 20 new fenders, several headlights, mufflers, generators, etc. Parts are all original and new, many still in wrappers, mostly BSA from 46-72. Many original BSA Owners Manuals, Parts Books, and Workshop Manuals are also in stock. Please write with your needs. Additional stock will follow if demand warrants their purchase. Write: Iron Horse Enterprises, 140 Wexford Street North, Winnipeg, Manitoba R3R 0R7

Willing to do light machining jobs on motorcycle components. Can do lathe work to 9" diameter, milling and drilling. Also Heli coiling of spark plug threads, etc. Reasonable rates for club members.

Contact Dave Campbell, 608 Lipton St. Wpg. Man
1-204-772-3065

WANTED: Short stroke 500cc Manx Norton of any parts. Also any other SOHC or DOHC Norton Engine or cycle parts. Reward offered for leads resulting in purchase.

CONTACT Dave Campbell, 608 Lipton St. Wpg. Man.
1-204-772-3065

SHORT NOTICES

Aug. 24 Pancake Ride Meet at Pancake House, Polo Park at 11 AM for breakfast, Ride at noon.

Sept 7 Pancake Ride (same as above)

Sept. 6,7 AMCA meet at Davenport, Iowa

Sept, 13 AMCM Corn Roast (Don't miss it)

Sept. 21 Vintage Road Race and Display at Gimli, Man.

Oct. 5 Pancake Ride

Oct. 17 Pancake Ride

The club will have the following articles for sale;

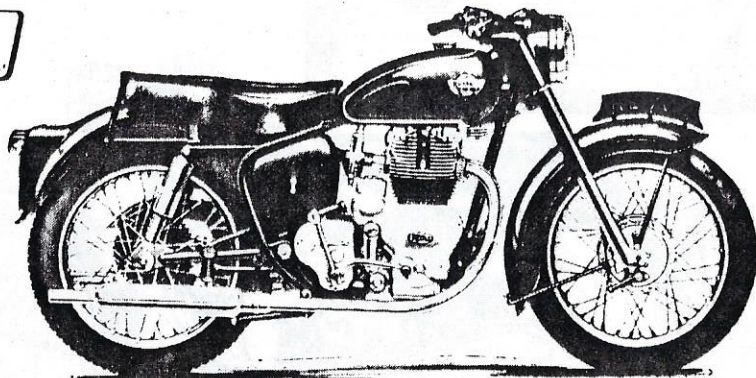
Club Crests \$13.00 ea.

Extra copies of "Rust N Pieces" .85 ea

Corn Roast Plaques 1979 \$1.05 ea.

Spring Run Plaques 1980 \$1.15 ea.

The NEW SUPER METEOR



For 1956

NEW MEMBERS

This month the club would like to welcome Jerome Cohen, 190 Hindley Ave. Wpg. Man. Jerome is looking for an Indian Chief and we hope the club can be helpful to him. Happy hunting Jerome.

THE WAY IT USE TO BE

Here is an article which was published by a local newspaper about local motorcycle races in the mid 30s. Thanks goes to Jim Harrison for digging up this article. Can you pick out one of our club members that was mentioned? Also check out the add from The Winnipeg "Free Press Evening Bulletin" Wed. Oct. 6th, 1920.

MOTORCYCLES AND BICYCLES

Special Prices

Excelsior, Henderson, Cleveland Motorcycles. We have just received a large shipment, so call in and get our terms and offer on your old machine.

Several used motorcycles and bicycles.

McBRIDE 296 Main St.
JUST SOUTH OF PORTAGE.

BICYCLE REPAIRS. — WE CARRY parts of nearly every British, Canadian or American bicycle. Prompt service, good workmanship, moderate charges. Bicycle Christie, 322 Notre Dame West.

FOR SALE—NEW AND REBUILT Secondhand bicycles: British Standard, Cleveland, Massey-Harris, Brantford; largest and best collection in Canada. Bicycle Christie, 322 Notre Dame, Winnipeg.

BICYCLE TIRES, MICHELIN, MOSELEY, Dunlop, new and second-hand; best value in the city. Covers from 75c; tubes from 50c; saddles from \$1. Bicycle Christie, 322 Notre Dame Ave.

INDIAN MOTORCYCLES. INDIAN AND Massey-Harris bicycles. Wico batteries, and a complete line of repairs stocked for the above. Dominion Cycle Co., 224-6 Logan Ave. Phone A2033.

END OF THE SEASON SALE. BRANTFORD, \$10; Cleveland, \$10; C. C. M., \$15; boys 31 frame \$25; girls 31. Tom Sharpe, 252 Notre Dame.

SPECIAL FALL PRICES. ON OVERHAULED used motorcycles, either for cash or terms. Christie, 322 Notre Dame.

FOR SALE—1917 3-SPEED. FULLY AND electrically equipped Indian cycle and sidecar. Phone 8her. 5855 after 6 p.m.

HARLEY DAVIDSON MOTORCYCLE. 1918 model, good running order, cheap for cash. 248 Edmonton St.

RIDERS, ATTENTION!—\$250 BUYS A 3-speed electric Power Plus 1917 Indian. Hurry. 65 Inkster Ave.

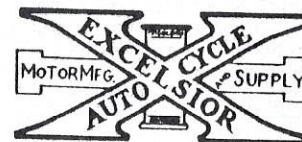
FOR SALE—1920 POWER-PLUS INDIAN twin, on terms. McElroy, 477 Notre Dame, after six.

FOR SALE—MAN'S WHEEL. GOOD condition. Call evenings. 828 Burnell St.

FOR SALE—1 GENTS' BICYCLE. \$20, in good condition. Apply 177 McDermot.

BICYCLE FOR SALE — AS GOOD AS new. \$35. 157 Scott street.

BICYCLE FOR SALE. SELL, CHEAP. 589 Alexander Ave.



HARLEY-DAVIDSON

Irv. Lawson Wins Main Event At Motorcycle Speed Events

Witnessed by a crowd of nearly 1,000 enthusiastic spectators, the fourth annual Tourist Trophy races of the Manitoba Motorcycle club, under official sanction of the American Motorcycle association for the Manitoba district championship, took place Thanksgiving day at the old rifle range, Sturgeon Creek. Rivalry between the two local clubs, both of which were strongly represented in the three events, heightened interest in the competition. Out of a total of 32 entries in the three events, nine were members of the Winnipeg Roughriders Motorcycle club. The meet was in charge of M. G. Brown, official A.M.A. referee.

Owing to the recent snowfall, the course, which winds in and out through groves of trees and over rough ditches to form a rough oval one mile in length, was in a treacherous condition and demanded the highest degree of riding ability. Though there were numerous spills and side-swipes, no serious injury, however, resulted.

The big event of the day, the 50-mile race for possession of the coveted Valvoleen trophy, emblematic of the A.M.A. championship, was taken by Irv. Lowen, who romped home after 50 gruelling laps, in 90 minutes flat. This averages a speed of 1.5 minutes to the mile. He was closely followed at the finish by Fred Winter, who came second with 90 minutes 14 seconds, and Chuck Noakes, third, in 90.22. The E. R. Gardner trophy went to Pete Hughes, while Alex. Stewart won the 10-mile open.

The most spectacular performance of the day went to Don Davidson, who until the 47th lap lead the field all the way, but owing to trouble was forced to withdraw

within sight of victory. At the time, he was a whole lap ahead of his nearest competitor. Alex. Stewart, who in addition came second in the first race, also put up a good fight.

Officials in charge of the event were as follows: M. G. Brown, A.M.G. referee, assisted by Paul Aubert; the committee in charge of arrangements, Vic Foskett, Fred Noakes and Ford Braden; announcer, Dave Winter; first aid, C. Cumbers, assisted by Ed. Flint. In addition there were six umpires and eight lap counters.

Detailed results were as follows: First race, 10 laps (closed club event for E. R. Gardner trophy), out of 14 entries, five finished—1. Pete Hughes (English Cotton), time 18 minutes 12 seconds; 2. Alex. Stewart (Ariel), 18 minutes 19½ seconds; 3. Six Foskett (Super X), 19 minutes 2 seconds. Second event for light machines up to 350 c.c., 10 laps open; out of seven entries, four finished—1. Alex. Stewart, 27 minutes 17 seconds; 2. M. Bouchard (A.J.S.), 27 minutes 25½ seconds; 3. Merv. Davies (Triumph), 28 minutes 1 second.

The 50-mile for Valvoleen trophy, out of 27 entries, 15 finished—1. Irv. Lowen (Indian), 90 flat; 2. Fred Winter (Harley Davidson), 90 minutes 14 seconds; 3. C. Noakes (Harley), 90 minutes 22 seconds; 4. Pete Hughes; 5. Carl Bieber.

Motorcycle Sports On a Skating Rink

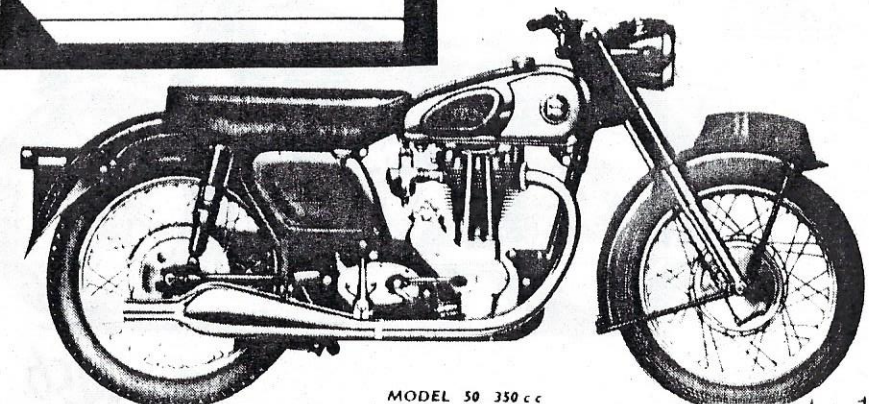
Motorcycle sports on a skating ring will be the innovation introduced by the Winnipeg Roughriders' Motorcycle club, when, in conjunction with the Elmwood Winter club, they hold a series of races and motorcycle football at the Elmwood Winter carnival, Friday night.

James Dyki, (an AMCM member), has let us know that if you want info on the below listed club please feel free to contact him at the Michigan address and phone no.

Michigan Norton Owners, 3202 East Davison, Detroit, Michigan, 48212, 1-313-893-3542
A local chapter of US Norton Owners Assoc., 22 Pleasant St., Farmington N.H. 03835
1-603-755-3007 \$10. per year, bi-monthly newsletter, parts/dealership/membership listing You need not own a Norton to join.

Due to internal and external forces and economic conditions Nostalgia Cycles will no longer be available. We are sorry to see this happen because it was an informative magazine.

Original Motorcycle Literature. Send a long sase with two stamps for 11 page list of original motorcycle sales lit and manuals. Send to; Walter Miller 315 Wedgewood Terr. Dewitt, NY 13214



MODEL 50 350 cc

IDENTIFY THAT OLD BIKE

Harley Davidson Motorcycles from 1908 to 1921

Year	Model	Type of Drive	Size of Chain	Size of Sprocket	Ignition	H.P.	Size	Motor Numbers
1908	4	Single belt	28"	Battery	3.90	1 1/8		under 2500
1909	5	Single belt	28"	"	4.34	1 5/16		
1909	5A	Single Belt	28"	Magneto	4.34	1 5/16		2500 to 4200
1909	5B	Single Belt	26"	Battery	4.34	1 5/16		
1909	5C	Single Belt	26"	Magneto	4.34	1 5/16		
1910	6	Single Belt	28"	Battery	4.34	1 5/16		
1910	6A	Single Belt	28"	Magneto	4.34	1 5/16		4200 to 7600
1910	6B	Single Belt	26"	Battery	4.34	1 5/16		
1910	6C	Single Belt	26"	Magneto	4.34	1 5/16		
1911	7	Single Belt	28"	Battery	4.34	1 5/16		
1911	7A	Single Belt	28"	Magneto	4.34	1 5/16		
1911	7B	Single Belt	26"	Battery	4.34	1 5/16		
1911	7C	Single Belt	26"	Magneto	4.34	1 5/16		
1911	7D	Twin belt	28"	Magneto	4.72	1		7600 to 10,000 All numbers followed by letter A only
1912	8	Single Belt	28"	Battery	4.34	1 5/16		
1912	8A	Single Belt	28"	Magneto	4.34	1 5/16		
1912	8B	Twin Belt	28"	Magneto	7.20	1		All numbers followed by AB, BA, or B only
1912	8C	Twin Chain	28"	Magneto	8.68	1 5/16		
1913	9A	Single Belt	28"	Magneto	4.34	1 5/16		No. foll. by C only
1913	9B	Single Chain	28"	"	4.34	1 5/16		" " D "
1913	9C	Twin Chain	28"	"	8.68	1 5/16		" " E "
1913	9D	Twin Chain	28"	"	8.68	1 5/16		number foll. by H- three wheel truck or forecar
1914	10A	Single Belt	28"	Magneto	4.34	1 5/16		No. foll. by DV
1914	10B	Single Chain	28"	"	4.34	1 5/16		No. foll. by DG or G- single speed
1914	10C	Single Chain	28"	"	4.34	1 5/16		No. foll. by DG or G- two speed
1914	10E	Twin Chain	28"	"	8.68	1 5/16		No. foll. by EH or H- single speed
1914	10F	Twin Chain	28"	"	8.68	1 5/16		No. foll. by EH or H- two speed
1914	10G	Twin Chain	28"	"	8.68	1 5/16		No. foll. by EH or H preceded by T- 2 speed Fore car
1915	11B	Single Chain	28"	Magneto	4.34	1 5/16		Foll. by J- single speed
1915	11C	Single Chain	28"	"	4.34	1 5/16		" " J- two speed
1915	11E	Twin Chain	28"	"	8.68	1 5/16		" " K- single speed
1915	11F	Twin Chain	28"	"	8.68	1 5/16		" " K- three speed
1915	11G	Twin Chain	28"	"	8.68	1 5/16		" " K preceded by T- three speed forecar
1915	11H	Twin Chain	28"	Generator	8.68	1 5/16		foll. by K prec by L- single speed
1915	11J	Twin Chain	28"	Gen.	8.68	1 5/16		foll. by K prec by L- three speed
1916	16B	Single Chain	28"	Magneto	4.34	1 5/16		foll. by L- single speed
1916	16C	Single Chain	28"	"	4.34	1 5/16		foll. by L- three speed
1916	16E	Twin Chain	28"	"	8.68	1 5/16		foll. by M- single speed
1916	16F	Twin Chain	28"	Magn.	8.68	1 5/16		foll. by M- three speed
1916	16J	Twin Chain	28"	Gen.	8.68	1 5/16		foll. by M- prec by L- three speed
1917	17B	Single Chain	28"	Magn.	4.34	1 5/16		Preceded by 17B- single speed
1917	17C	Single Chain	28"	Magn.	4.34	1 5/16		Preceded by 17B- three speed
1917	17E	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 17T- single speed
1917	17F	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 17T- three speed
1917	17J	Twin Chain	28"	Gen.	8.68	1 5/16		Preceded by 17T- three speed
1918	18B	Single Chain	28"	Magn.	4.34	1 5/16		Preceded by 18B- single speed
1918	18C	Single Chain	28"	Magn.	4.34	1 5/16		Preceded by 18B- three speed
1918	18E	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 18T- single speed
1918	18F	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 18T- three speed
1918	18J	Twin Chain	28"	Gen.	8.68	1 5/16		Preceded by 18T- three speed
1919	19F	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 19T or 19A- three speed
1919	19J	Twin Chain	28"	Gen.	8.68	1 5/16		Preceded by 19T or 19A- three speed
1920	20F	Twin Chain	28"	Magn.	8.68	1 5/16		prec. by 20T- three speed
1920	20J	Twin Chain	28"	Magn.	8.68	1 5/16		prec. by 20T- three speed
1921	21F	Twin Chain	28"	Magn.	8.68	1 5/16		Preceded by 21F- three speed
1921	21J	Twin Chain	28"	Magn.	8.68	1 5/16		prec. by 21F- three speed
1921	21J	Twin Chain	28"	Gen.	8.68	1 5/16		prec. by 21J- three speed
1921	21J	Twin Chain	28"	Gen.	9.50	1 7/16		Preceded by 21J- three speed

Here are a few things to keep in mind when working in the shop on that favourite bike or what ever.

Always protect your eyes. Wear safety goggles or glasses, remember your sight is a precious thing.

Keep tools clean and in good condition. A sloppy wrench can mess up that show finish in no time.

Plastic dipped handles are for comfort only. They are not intended to act as insulation.

Do not use screwdrivers to pry, punch, chisel, etc. Do not use a screwdriver with rounded edges, one slip and there goes a top notch finish. Buy a screwdriver that the tips can be changed, the initial price is more but you simply slip in new tips that are less prone to slipping. Have you ever had a screw that seemed impossible to get out. Try putting some valve grinding compound on the screwdriver tip, that maybe just the better grip you needed.

Wear protective masks and clothing when painting and sanding. Remember your life is worth it.

When we restore and rebuild vehicles we quite often use fluids that are explosive and volatile. Try to work in a well ventilated area, is that clean part or paint job worth blowing up your home? Some fluids have a very low flash point. A definition of flash point is "The lowest temp. at which a volatile oil or fluid will ignite with a flash" Here is a list of the flash point of some fluids to show how dangerous they are;

Solvent 100 degrees F., Ethyl Acetate 24 degrees F., Methyl-Ethyl-Ketone 21 degrees F., Acetone 0 degrees F. Gasoline -50 degrees F.

Paper towels generate static electricity when in use so be careful!!

When we grind, buff or sand we sometimes wear gloves to protect our hands from the heat and dirt, Beware! a loose glove can get caught up in your power tools and pull in your hand.

LE MARS MEET 1980

On June 14th and 15th, The Black Hawk West, a chapter of the Antique Motorcycle Club of America, hosted their second regional meet in Le Mars, Iowa.

Bert and Elma Bently and I, Siggi Klann, left Winnipeg on Friday June 13th for the meet. After driving through a rain storm and 590 miles which took us at least 12 hours we arrived in Le Mars. Bert took his 1928 Scott, 600cc, water cooled two stroke to display and ride at the meet. We also took parts to sell or swap at the swap meet.

We finally found the Ember Motel in Le Mars and booked in. After we freshened up and had supper we decided to find the fairground where the meet was to be held. We found the spot and were greeted by our friends, Connie and June Schlemmer, As you remember, they attended our third annual spring run last year. We were also greeted by Connie's friend, Paul Jensen and the president of the Black Hawk West, Rech Schulty.

We decided to unload Berts 28 Scott so we could store it with the rest of the machines in a large hall. Later we sat around with the other members and talked about old motorcycles until it was time for bed.

Saturday morning we headed back to the fairground to see a row of beautifully restored and unrestored old irons. There were about 20 bikes in total. To name a few there was a 1912 Henderson 4, Indian 4, Indian Sport Scout and a three wheeler, 1934 Harley with a sidecar, Connie's 1930 factory built Harley Davidson 21" hillclimber and two Super - X with one a sidecar.

Rich Schulty let Bert ride his 1934 Harley, with Elma in the sidecar, around the fairground. Now Bert will never stop talking about the Harley with the sidecar and he sure would like to own one.

The flea market was small, but we were able to find some parts for our own machines. I must say that Bert did quite well in finding parts for his 1934 Harley Single and also sold most of his parts.

DON'T MISS THIS ONE

Antique Motorcycle Club of Manitoba

Corn Roast

1980

GAS UP BRING YOUR OLD BIKE
MEET AT THE ROTHMANS CENTER 1645 INKSTER BLVD.
FOR THE RIDE OUT

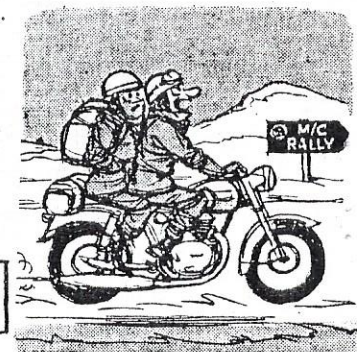
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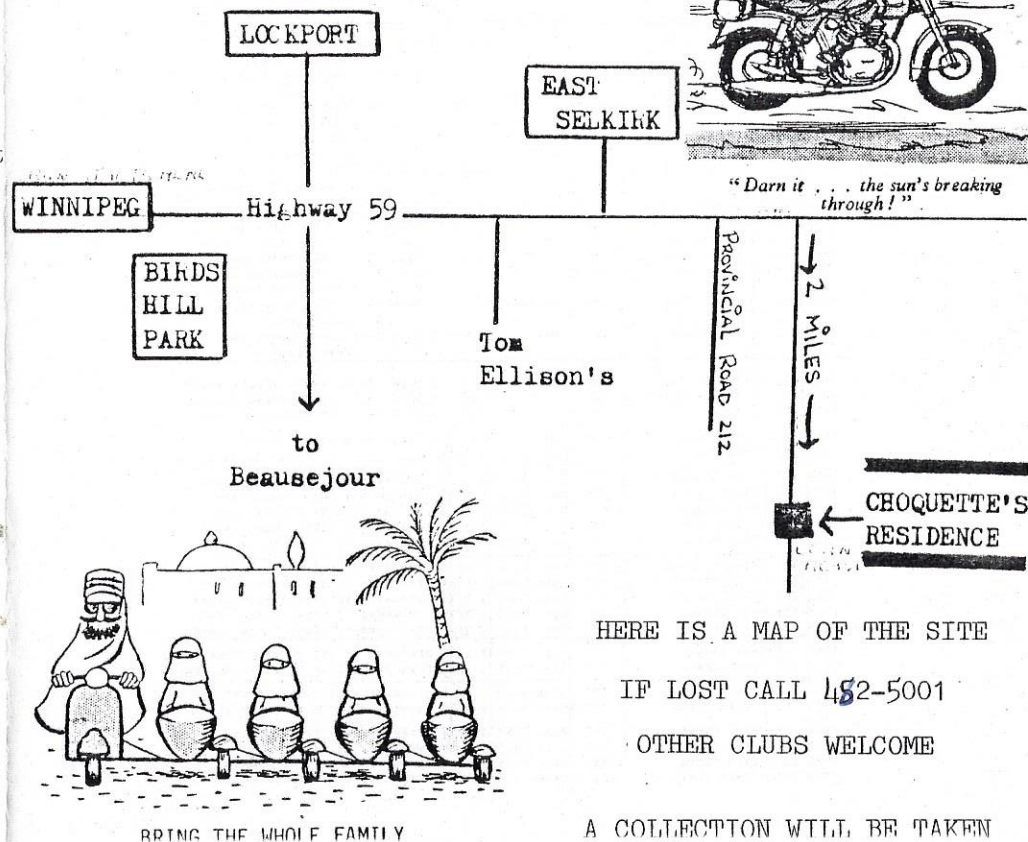
EVENTS !!!

EGG TOSS - SPEAR THE CAN - SLOW RACE

EGG RACE - TUG A WAR - POTATO PICK UP - ETC



"Darn it . . . the sun's breaking through!"



Friday morning we said out good byes to Connie and June and headed back home. Saturday afternoon we arrived home in one piece with antique motorcycles coming out of our ears

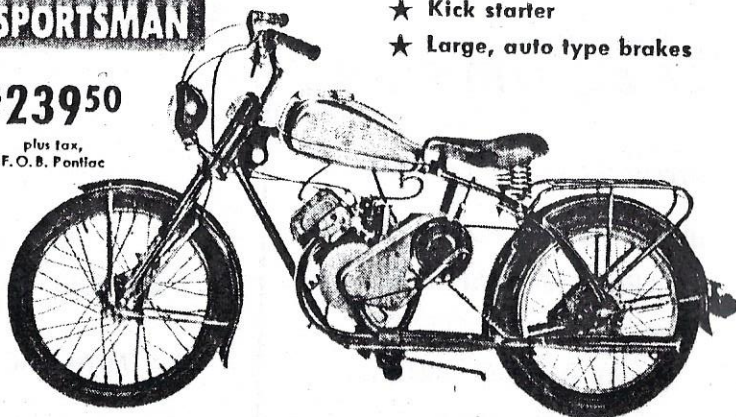
We would like to thank the Fletons and Schlemmers for having us stay at their residents and giving us a good time.

The Le Marrs meet was small, but it was very good. We met old friends and made new friends. We would like to thank Rick Schulty and the Black Hawk West members for giving us a wonderful time and seeing their beautiful machines. We hope The Black Hawk West will have another meet next year and hopefully members from the Antique Motorcycle Club of Manitoba will attend.

Siggi Klamm

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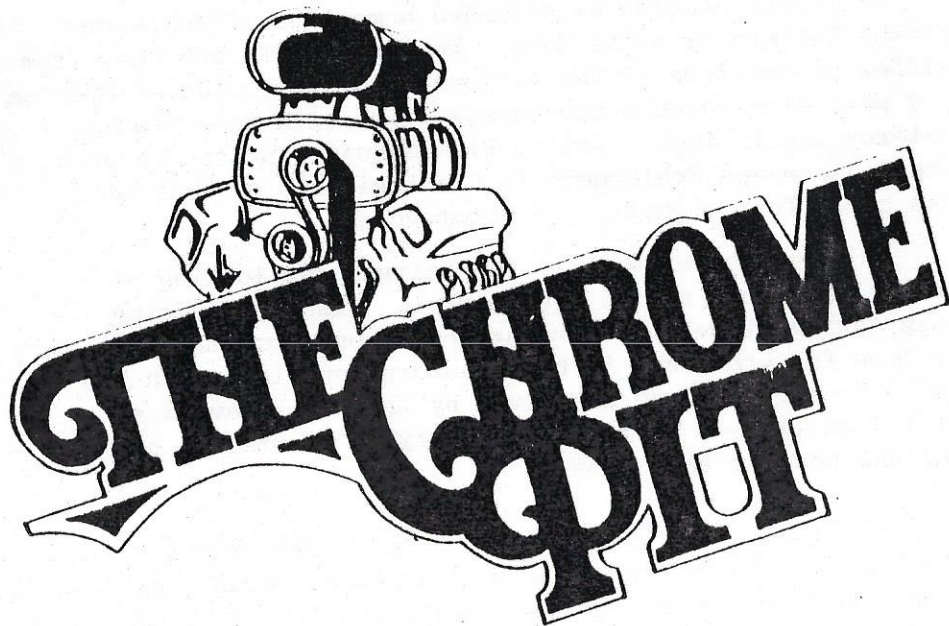
Saturday evening we attended a most beautiful smorg at the University of Le Mars. We listened to speeches from different chapters of the Antique Motorcycle Club of America and were also shown a few comedy films with some vintage motorcycles in them. Later, Rich Schulty invite us with the Jensens and Schlemmers to his residents to look at his beautiful collection of motorcycles.

Sunday we wereback to the fairgrounds looking at bikes and parts at the flea market. Also the judging was taking place that morning. Bert won a beautiful ribbon for 4th place in best restoration class with his 1928 Scott. A lunch was given by the Black Hawk West for a small fee. After lunch everyone started to pack up and heading back home.

Bill and Dorothy Felton from Jefferson, South Dakota, as you can remember they attended our second Corn Roast Run last year, invited Connie and June Schlemmer and us to their farm for a Barbeque. We stayed overnight at the Feltons farm and got a chance to see his collection of spark plugs, outboard motors, Briggs & Stratton Motor Wheels, different types of gas engines and his 101 Indian Scout.

Bill took one of his Smith Motor Wheels out which was attached to an old bicycle. We all took turns riding the old bike. Bert got a big surprise when Bill traded Berts Briggs & Stratton Motor Wheel plus cash for a running 1915 Smith Motor Wheel with fender and gas tank.

Bill s co-pilot couldn't make it to deliver 39,000 lbs of antique tractors to different parts of Iowa, so I volunteered to be his co-pilot for two days in delivering the tractors. We picked two more up on our way back. I saw alot of country in Iowa. Bill dropped me off at the Copper Kettle Restaurant in Council Bluffs where we met Connie and Bert. We stayed a few nights with the Schlemmers. In council Bluffs, we were able to get a look at Paul Jensens collection of bikes. Hey Ross, Paul has a racing handlebars and saddle he is using on a 1012 Indian racer thar you wanted!



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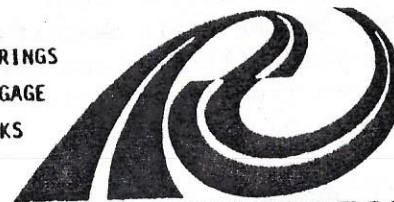
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