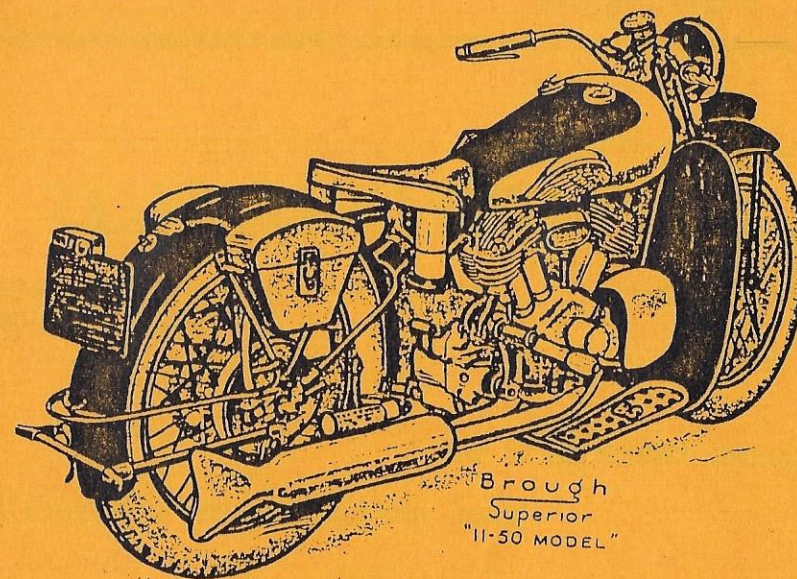


SEPTEMBER 1980

RUST 'N PIECES

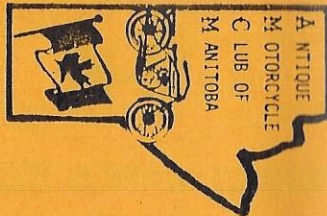


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VOL. 3

NO. 9



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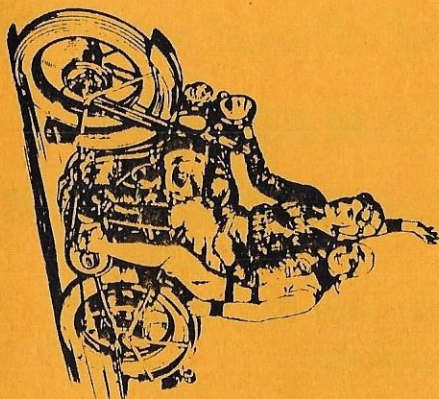
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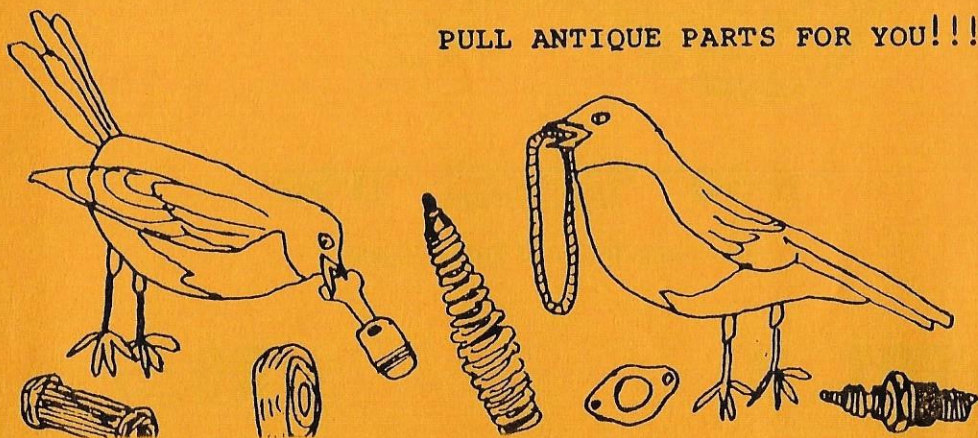
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ARTWORK & LAYOUT..... Graeme Smith

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The August meeting was held on the 18th at the Rothmans Center. A small turnout was treated to seeing another older machine that a club member has restored.

Our club received a letter from Fensler Antique Motorcycle Auction Co. inquiring about our interest in running an add in their newsletter. The membership decided not to place an add because of the high cost and we did not think the club would benefit from it.

Jim Simmons brought it to the club's attention that he and the club editor had met with Wall Morgan, a member of Classic Owners Motorcycle Club of Australia. He was a very interesting person and it was nice to see pictures and talk of motorcycling in another country. We will be exchanging newsletters with their club so ask John to see one as they will be kept in our library.

Earlier this year Canadian Motor News approached our club and asked for our club mailing list. Our club decided to ask for a subscription before forwarding our mailing list. Last month we received our first copy so we shall be sending them our mailing list. If you do not want your name included please contact the club editor soon and your name will be omitted.

We also discussed the possibility of a rally and swap meet held jointly with The Viking Chapter. In discussion with their members it was decided that a central location, possibly the Fargo area may be a good spot to hold this. We will be sending a letter to their club to see if we get the ball rolling on this and ask them if mid June would be a good time for them.

The meeting was adjourned and we looked at Jim Simmons pictures of older bikes in various museums in western Canada and some of Sturgis, 1980. Next month's meeting will be held on Sept. 15 at The Rothmans Center, 1645 Inkster Blvd.

For complete frame, wheel and spoke service write Buchanan's Frame Shop, 629 East Garvey Ave Monterey Park, California 91754 (213) 2804003 They will make spokes as per sample.

Goodyear Speed Grip tires are available again. They are the 500 by 16 inch size with wide white wall or black wall. These are original and Goodyear is using their old molds. Contact the boys at HD of Winnipeg or your goodyear dealer.

SHORT NOTICES

Sept 7 Pancake Ride Meet at the Pancake House, Polo Park at 11 am for breakfast, Ride at noon.

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 Gimili, Man.

Oct 5 Pancake Ride

Oct 17 Pancake Ride

The club will have the following articles for sale

Club Crests \$13.00 each
Extra copies of "Rust N Pieces" .85 each
Corn Roast Plaques 1979 \$1.05 ea.
Spring Run Plaques 1980 \$1.15 ea.

THE HOLLEY

Thor

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INDIAN MOTORCYCLE ENGINE AND YEAR IDENTIFICATION NUMBERS

Diamond Frame Models

Year	No. of Cyls.	H. P.	Motor No.
1902-3	1	1 3/4	101-620
1904	1	1 3/4	621-1167
1905	1	2 1/4	1168-2349
1906	1	2 1/4	2350-4048
1907	1	2 1/4	5000 up
1907	2	4	T100-T499
1908	2	5	T500-T1200
1908	1	3 1/2	H100-H702

Loop Frame Models

1909	1	2 3/4	1A01 up
1909	1	3 1/2	10A001 up
1909	1	4	40A001 up
1909	2	5	20A001 up
1909	2	7	70A001 up
1910	1	2 3/4	1B01 up
1910	1	4	40B001 up
1910	2	5	20B001 up
1910	2	7	70B001 up
1911	1	2 3/4	1C001 up
1911	1	4	40C001 up
1911	2	5	20C001 up
1911	2	7	70C001 up
1912	1	4	40D001 up
1912	2	7	70D001 up
1913	1	4	40E001 up
1913	2	7	70E001 up
1914	1	4	40F001 up
1914	2	7	70F001 up
1915	1	4	40G001 up
1915	2	7	70G001 up
1915	2	?	50G001 up
1916	1	2 1/2	20H001 up
1916	2	7	70H001 up
1917	2	2 1/2	30J001 up
1917	1	4	40J001 up
1917	2	7	40J001 up
1917	2	?	RX-
1918	2	2 1/2	30K001 up
1918	1	4	40K001 up
1918	2	7	70K001 up
1918	2	?	KRX-
1919	2	2 1/2	30M001 up
1919	1	4	40M001 up
1919	2	7	70M001 up
1919	2	7	MP-
	2 (Big Valve)	7	

NEW MEMBERS

This month we would like to welcome a couple of BSA fans to the club. They are restoring a 68 Thunderbolt. Please welcome Jim Morton and Barb Samec, 97 Weatherstone Place, Wpg. Man. R2J 2S9, 256-5744. We hope they will join in on all of our club functions and enjoy them as much as the rest of us do.

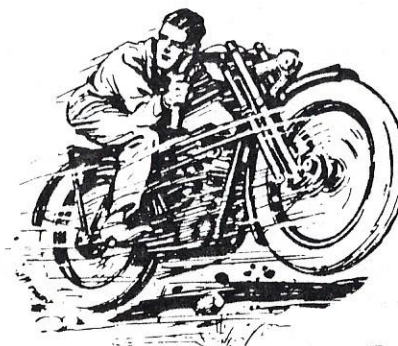
PRESIDENTS NOTE

Well I m back from holidays, rested and broke. In my travels I managed to pick up a few parts for my Harley so that was a welcome bonus. I saw quite a few antique bikes too, and can recommend the bike museum at Carman Brown's HD Museum in Edmonton. He has something for everyone and the quality of workmanship is high. Also there are bikes worth seeing at Reynold s Museum in Wetaskawin, Alta. and at the Western Development Museum in Moose Jaw, Sask. I took lots of pictires which I had at the Aug, meeting and anyone who would like to see them just has to get in touch with me.

Enough of that. I would like to urge everyone to get out to the functions scheduled for Sept, there is The Corn Roast of course and the Road Race Display, not to Mention the Pancake Runs. With all this going on there s no excuse not to get your old bike out and use it.

Happy Riding

JIM



BIKE OF THE MONTH

The motorcycle of the month is really the motorcycles of the month. While at the CVMG rally at Barrie in June, your editor met Al Johnson, one of our few Ontario-based members, and asked him to write about his old motorcycles for "Rust N' Pieces". Here is his reply.

At the moment, I have three older motorcycles licensed for the road and a fourth one running but not licensed as it is a competition bike. In addition there is another bike under restoration and one in the parts collection before attempting restoration stage.

The machine which I have owned the longest is a 1938 Brough Superior SS80 Deluxe 990cc side valve vee-twin. This bike was bought in a dismantled state in 1969 and was on the road by 1973. It has been rebuilt and repainted (and some plating done) but was not "restored" in the concours sense as it has been used as a regular mount for vintage events and meetings for the last 8 years. It has sometimes been used with a small Swallow sidecar. It has a number of features which, in spite of its 42 years, makes it a comfortable mount. It has a four speed foot shift gearbox, plunger rear springing and an on-the-go adjustable leading link front suspension. The motor is a 50 degree V Twin with a very heavy fly-wheel consequently the motor is very smooth and top gear can be used from 15 mph to the 90 mph maximum. It is a very pleasant machine to ride and I have had a great deal of pleasure from it over the years.

The second Brough Superior is a 1933 11-50 "Canadian Police Special" with an 1098cc 60 degree V twin side valve motor, hand shift 4 speed gear box. This bike is one of 11 specially equipped Broughs sent to Canada in 1933 for sale to members of the Motorcycle Patrol of the Ontario Provincial Police. The special features include handshift, footboards, legshields, re-positioned oil tank and brake pedal for right hand sidecar fitting,

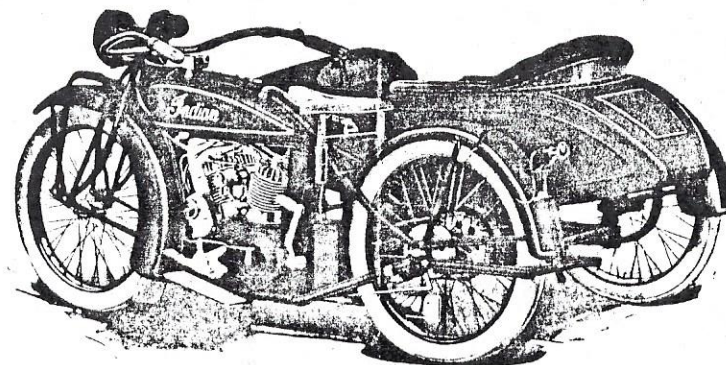
IDENTIFY THAT OLD BIKE

Model designations for Indian Motorcycles manufactured before 1926. Various letters were inserted in the middle of the motor numbers. An example is 50R001.

1909	A	1918	K
1910	B	1919	M
1911	C	1920	R
1912	D	1921	S
1913	E	1922	T
1914	F	1923	V
1915	G	1924	X
1916	H	1925	Y
1917	J		

Indian Big Chief 74

"MASTER OF THE ROAD"



The larger brothers of the INDIAN SCOUT are known as the BIG CHIEF 74 and the CHIEF 61. In general design and construction these two models are larger editions of the INDIAN SCOUT. The BIG CHIEF 74 and the CHIEF 61 are identical in design and construction with the exception of a super powerplant in the BIG CHIEF 74. The numerals themselves indicate the power capacity, the BIG CHIEF 74 having a piston displacement of 74 cubic inches, while the displacement of the CHIEF 61 is 61 cubic inches. These two models fit into the niche of the motorcyclist's desires where maximum speed and power are required.

The BIG CHIEF 74, the acknowledged leader in the side car class, is designed particularly for heavy duty side car service, but it is nevertheless ideally adapted to solo work, especially police service where maximum speed is required. With Princess side car attached, this model blends itself into one sturdy, pleasing unit which typifies its worthy title of "Master of the Road."

In every form of comparative tests this model has consistently proved its superiority and it is accepted universally as the last word in motorcycle construction from the standpoint of maximum speed, power and strength.

The Princess side car which forms a part of the BIG CHIEF 74 unit has been redesigned to insure greater riding comfort and more pleasing lines. The body length has been increased and the seating capacity is broader and deeper. Another illustration of the Princess side car which more fully illustrates its improved design will be found on page 9.

These two models, like their smaller brother, the INDIAN SCOUT, are offered with a complete new front fork construction, improved thrust bearing in the clutch, improved kick starter lever and change in starting ratio which insures much easier starting, a stronger and improved stand and numerous other refinements.

special engine tuning and Magdyno equipment. This machine is in the form it was in when used by Provincial Constable Bob Witts in 1933-36. He replaced the headlight with an Indian one of better light pattern and added an Indian prop stand on the left side. The bike is also equipped with a cloth "full sail" type windshield commonly used in the 1930's.

This machine is now a good unrestored runner although it was stored in a non-running condition from 1949 to 1979. It has had 3 owners in all. It is a hands-off steerer at over 40 mph and will run over 85 mph on a good straight stretch of road. It will cruise at 65-70 mph. I am certainly looking forward to restoring this machine as it is basically sound mechanically and only needs some painting and plating to look and run as it did on patrol with the Provincial Police in 1934. I have a picture of Constable Witts on this machine taken in that year.

The third licensed machine is of more recent vintage, a 1967 Triumph T 100C "Jack Pine" 490cc enduro model. It is in original specification and after acquisition last year the original universal tires were changed for a set of knobby tires to improve the off-road handling. A Preston Petty engine guard was fitted as well. In addition to being used as an "around and about" bike, the Jack Pine has been entered in 2 Enduros so far this year. This, of course, means trying to run an event designed for 200 to 240 lb., 10 inch suspended dirt bikes, with a 340 lb., 7.5 inch suspended anachronism. Nevertheless, the Triumph and I have lots of fun. In April we ran the ISDT qualifier event and completed 23 miles before clutch slip and rider exhaustion dictated retirement. The other event, a club enduro held by the local off-road club was held the day of a heavy rain. A long mud hole of 56.2 km was turned into a lake forcing a number of retirements including yours truly. However, when on some twisty trails or fire roads the little Jack Pine is very responsive, turning best when out-tracked and gassed to get the rear end

sliding around the corner. The harder it is ridden the better it handles and one can easily see why Bill Buird used one to win the US Enduro Championship 7 years in a row in the 1960's.

There are other machines in the garage, notably a 1952 Francis-Barnett Falcon spring frame trials bike (197cc 2 stroke, 4 speed) and an under restoration 1936 Francis-Barnett Cruiser 250cc 2 stroke.

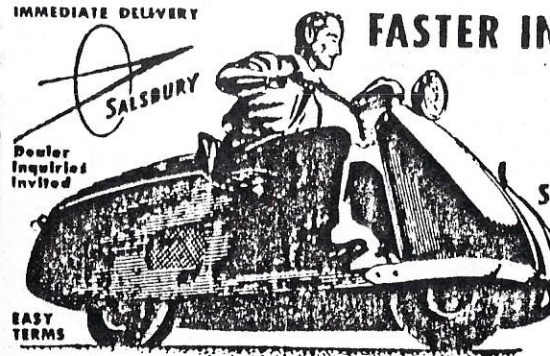
A point I would like to make is that all of these machines were obtained either as non-runners, basket cases or (in one case) as a poor runner and were rebuilt and put in running condition for use-not restored as museum pieces. It is my hope that they will be on the road, fulfilling the purpose they were intended for, giving pleasure to their rider and to those who see them, for many years to come. In spite of government restrictions, insurance costs, fuel rationing or what ever may come I feel very strongly that Antique Motorcycles have a right to remain on the road. I try to keep mine ready to go at any time while working toward heading off restrictions on our sport.

Good riding,
Allan Johnson

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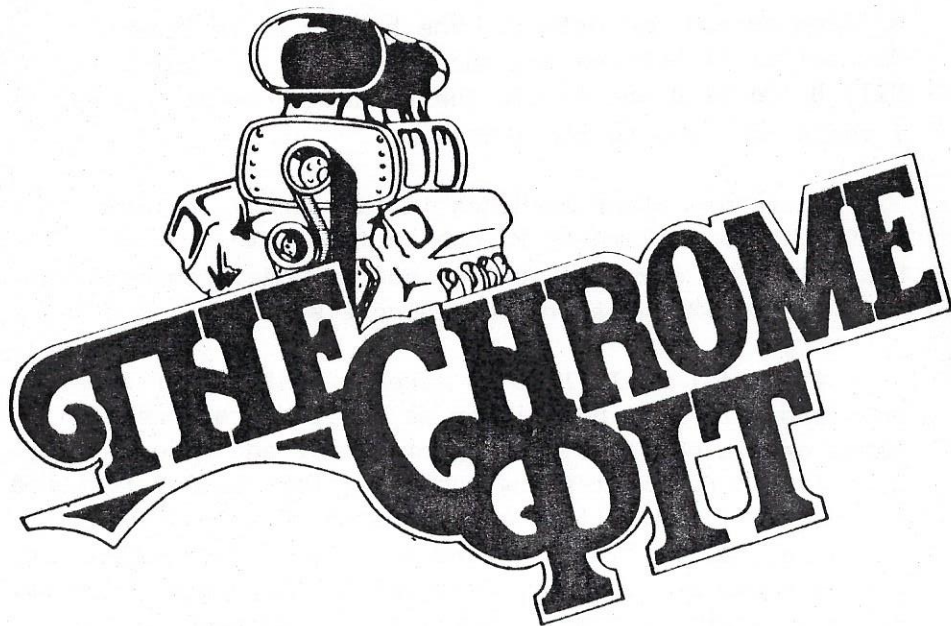
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