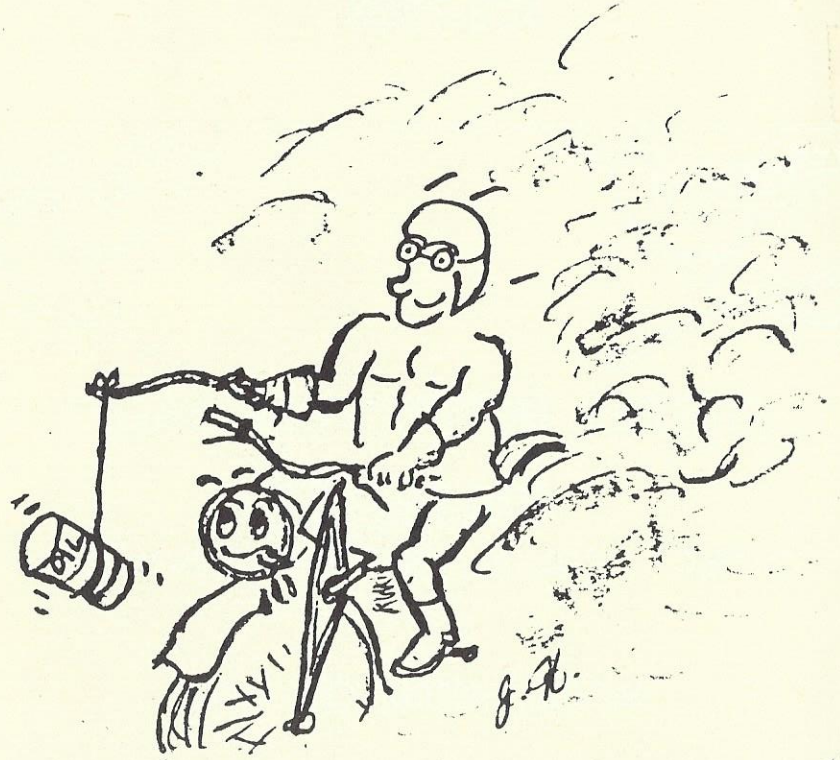


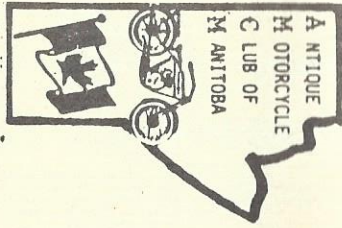
NOV / 1981

RUST 'N PIECES



VOL. 5

NO. 11



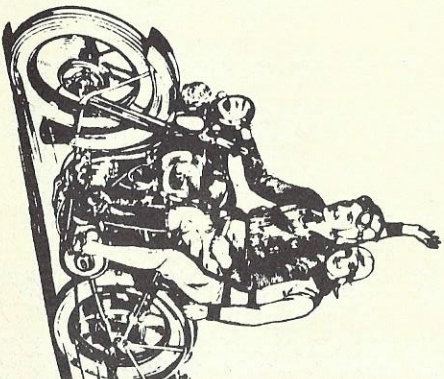
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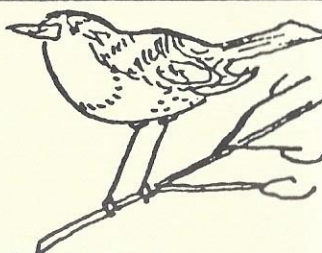
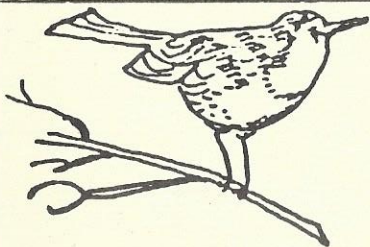


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EDITOR.....Jim Harrison
LAYOUT & ARTWORK.....Keith Freeman

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Past President.....Jim Simmons	Librarian.....Bob Hatton
Secretary.....Randy Maunder	Activities Manager...Ray Houde
Treasurer.....Siggi Klann	Publicity Manager.Graeme Smith

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MINUTES OF OCTOBER 26, 1981 MEETING

The meeting was opened by Ed Pauch.

The minutes were read and moved adopted as read by Bert Bently and seconded by Jim Simmons - Carried.

There were two guests present:

Bob Coteket with a Harley

Jim Cameron with a '55 Triumph T110

Dave Archer was also in for a visit from Regina. The Treasurer's report was made by Siggi. He reported the corn roast plaques cost \$86.62 and the trophies and plaques for the banquet were \$89.11. The present bank balance is \$711.70.

The Editor's report was made by Jim Harrison. He reported that the newsletter was caught up and hope to have the next issue out soon.

The Activity's report was made by Ray Houde who reported that there would be movies after the meeting.

OLD BUSINESS

Ed reported he had written to the Viking Chapter to ask them for possible dates for a meet in 1983. It was mentioned by Members present that the Fall Banquet appeared to be enjoyed by all and could be deemed a success. Siggi mentioned the M.M.C. was pleased with financial success of the Banquet. Tiny mentioned that the Club should let the M.M.C know soon as to what we intend to do about the banquet next year. Brian Nazarko said he will be writing a letter of appreciation to Molsons Brewery for supporting the Club the last year. He would also ask about the printing error on the Mugs to see if anything could be done.

FOR SALE:

-- 1933 BSA W33-7 500cc
Single. Frame, engine, gearbox, wheels and tank.
Requires lots of tender loving care, henceforth
ly \$75.00. A snip at twice the price

Early

- BTH Magneto Type MC1

- set of Flywheels for 1932 Ariel VB. Great
conversation piece.

- Original Triumph Workshop Manuals

Unit construction 350cc and 500cc Twins
and

Unit construction 250cc Single Cylinder

Swap for AJS/Matchless or Ariel Material

- Wanted -- early amal set block for 289G/1A
brass bodied carb and float bowl for same.

- Early Lucas lighting switch
(mounts on rear not top of headlight)

- Early Lucas 7" headlamp rim that mounts
with bayonet action.

- Smiths 0-100 M.P.H. Chrono Speedo Type PA
(no really)

RANDY MAUNDER
805 Berkley Street
Phone 837-1411

CAN ANY VITAGE BUFFS HELP ME?

Parts needed for 1943 (?) BSA M20
(frame No. "WM20. 79168)

Front fender and braces
Rear fender
Metal battery hold-on bracket and fasteners
Handlebars
Front brak lever assembly complete (at handlebar)
Front brake lever arm (at brakedrum)
Front brake cable and all adjusting pieces
Compression relase lever and clamp (at handlebar)
Compression release cable and connectors
W.D. type painted silencer
Carburetor intake "trumpet"
Handlebar switches (horn, dip, kill etc.)
Solo saddle (frame and cover only)
Breaker points for magneto
Manuals (parts, workshop and riders)

-----Also needed, but not quite as critical ---

Front licence plate and clips
Rear license plate and small taillamp
Headlamp blackout cover
Flat glass lens
Top halves of handlebar risers
W.D. type Lucas horn
Cylinder head with undamaged fins
Pillion Pad
Tire Pump
Toolkit

PLEASE NOTE:

I have to trade or sell, one M20 gas tank with correct filler cap, numerous Vincent "Comet" spares (used), and one new STEIB sidecar fender (fiberglass repro), and tons of pre-1970 and pre-war BMW parts, new and used.

ROLAND M. SLABON
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NEW BUSINESS

The Cycle '82 Show was discussed. Some Members felt a larger disply was in order, however, after some discussion it was generally agreed that it would be best to make a token showing of two bikes and withhold some bikes for shopping center shows.

There was some discussion on shopping center shows. Ross Metcalfe said he was willing to make arrangements for Unicity if we were incorporated at that time, however, if the Club wanted a show at another center someone else would have to arrange it. The length of thw show was discussed and it was generally agreed that a 5-day show would bring in more money and be less trouble than 2-3 day shows. Siggi mentioned we would be covered by insurance and Tiny mentioned we may be able to get some money for our display. The secretary agreed to write Cycle Canada to inquire about arrangements for the Cycle '82 Show.

Brian Nazarko said he hoped our Constitution would be re-typed and available soon for our application for incorporation.

A Motion to adjourn was made by Jim Harrison and seconded by Siggi and Carried.

R MAUNDER

PRESIDENT'S NOTE - NOVEMBER 1981

Woe is me! The world is out to get me!

First of all it snowed. Snowed so much that I was sure winter was here, and froze my fingers putting on my snow tires, just so I could take my bike plates in for the refund.

Then the snow melted, and to add insult to injury, riding weather returned and lastly, I found out how small the refund would be from Autopac.

Seriously, we are being ripped off by Autopac. Not only by the sliding refund scale, but by the rates for the coverage received.

The basic coverage from Autopac covers you for damage caused BY YOUR VEHICLE ONLY, to a maximum of \$50,000.00. How much damage is caused by motorcycles in any one year? Compared to cars that is?

Next, the premium is essentially for a six month season, so the rate is essentially double, and does not even cover the slippery months.

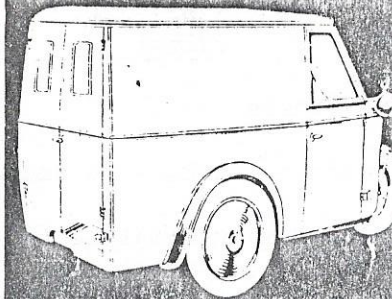
SO:

Basic Coverage, 12 months, 4000# Auto, 5 passenger,
all purpose, 1973 Vintage ----- \$173.00
-- or - 14.41 per month

Basic Coverage, 6 months (realistic) 300#
Motorcycle, 2 passenger, all purpose, 1949 Vintage
(500cc) ----- \$83.00
-- or ---- \$13.83 per month

Based on the ability to do damage, paying the same rate on my motorcycle as for my car doesn't make much sense.

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The club is going to have club pins made up. They will sell for 3.00 each and orders will be taken in advance.

CLUB MEETING DATES

SEPTEMBER 21

OCTOBER 26

NOVEMBER 23

DECEMBER 14

RUST 'N PIECES	.85each
CLUB CRESTS	13.00 each
CORN ROAST PLAQUES '79	1.05 each
SPRING RUN PLAQUES '80	1.15 each

As the song says .. "P_ _ _ _ D ME OFF!"

What can we do? Well, we fought and won on turn signals, and maybe we can win again. Most important, is to use rational, LOGICAL arguments. Motorcyclists have a low credibility rating as it is, so let's not blow it on that score.

Next we need support. If we can get the M.M.C., Abate and others involved, we can give it a go.

Lastly we need facts. Does anyone know where we can get statistics on claims (Autopac) involving motorcycles.

If we can prove that claims are far below income, we can argue for a rate reduction.

Anyone for an interesting fight?

Turning to the more pleasant things, the first Fall Banquet is over, and a good time was had by all, at least yours truly. Many thanks to all who helped organize it and getting the trophies. Hope next year's DO will be even better.

Lastly, the year 1981 slowly draws to a close. Soon the dreaded event of the year will be upon us. Yes, election of a new Executive is coming. Give some thought to any suggestions or help you can offer.

Well that's all for this month.

Now I'm off to tuck my bike in for the winter, and to envy those still able to ride in this glorious Fall weather.

See you next meeting.

ED PAUCH

EDITOR'S NOTE

The combined M.M.C., Old Timers and A.M.C.M Banquet has been a resounding success. There was an excellent turn out and everyone had a good time.

Yours truly motored out on the Ariel in the late afternoon. The old timers had the hall opened from 2 p.m. and the cheer was flowing freely. It was interesting talking to people who started to ride in the pre-war years.

Some old photos were on display and Paul Baribeau was in attendance with his father's Indian regalia. The M.M.C. also had their trophies on display, some of which are as old as the early years of the century.

A delicious and ample buffet was provided by caterers. This was followed by dancing on the main floor and films downstairs.

Irv Loewen, Len Hardy and the M.M.C. archives provided an interesting couple of hours of film and local motorcycle events going back into the mid-thirties.

The consensus seems to be for a similar event next year. I for one would be delighted if we do it again.

Incidentally; the next day, Sunday, saw a good turnout of bikes for display at Assiniboine Park. This even though the weather was quite cold but sunny.

Bikes that were there included:--

AJS, ARIEL, SCOTT, INDIAN, DUCATI, WHIZZER,
VINCENT, BSA, BMW.

A good show, folks!

JIM HARRISON

ADVENTURES WITH ARIEL

Well as mentioned elsewhere, I had the 46 VH at the Banquet.

Getting there was half the adventure. Out on the Highway; near the Cemetery, the engine cut out. I have been having trouble with scale coming loose in the tank and bunging up the works.

The Cemetery driveway proved a handy place to park the Machine. Disconnecting the fuel line from the tap revealed the tap was plugged. Removing the tap I then used one hand to pound it on the pavement and knock out most of the rust blocking it. The thumb of my other hand was occupied, almost completely plugging the outlet; in the tank, so I would have some fuel left. People who enjoy running from a sauna into an ice cold lake might enjoy the above operation -- what with the gasoline and cold north wind running up their sleeve.

The Banquet was well worth the effort to get there though.

JIM HARRISON

For Example:---

Many BSA ----- 1450 turns/mile
Ariel Twin ----- 1540
Ariel SQ.4 ----- 1600
Triumph (some)-- 1600
AJS Twin ----- 1600

So, even if the unit looks the same it may be calibrated differently. Even if the speedo can be calibrated, (this part works like a clock, with a balance wheel) the mileage counters would still not be right. To correct these, new gears would be required.

In some cases the turns number is on the face of the speedo, but not always. Still any speedo is better than none, and can always be traded for the right one later.

If you are offered a speedo or tach cheap, don't pass it up. Barry Seib can usually help out on identification or number.

ED PAUCH

EDITOR

Further to the recent article on speedometers, and in particular Smith's Chronometric Units, I am pleased to inform you that the picture is not as bleak as painted in the article. I succumbed to curiosity and wrote a letter to Auto-Tempo Instrumentation Ltd., asking for availability and prices on parts for Smith's chrono speedos.

I not only received a reply, but by air mail, no less. And yes, parts are available. Typical are as follows:---

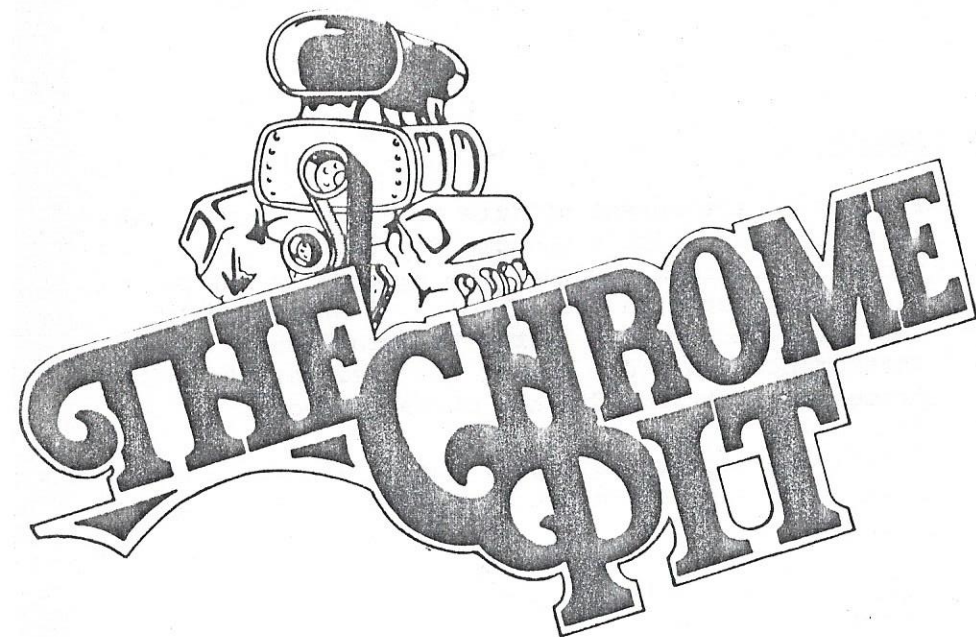
Modified Chrono Bulb Holder	2.00
Chrome Plated Begel	6.00
Pointer (Needle)	2.00
Clockwise Hairspring	2.00
Post and Packing	3.00

Mr. J. F Shaw of Auto Tempo states that parts/price lists are not available.

The prices quoted are fairly expensive. However, bear in mind that these are instrument parts, and if you really need them its much better than nothing.

Also a comment on interchangeability. Most U.S. manufactured magnetic speedos are based on 1000 RPM cable speed being equal to 60 M.P.H., or 1000 turns of the cable causes the odometer to advance exactly one mile. Therefore, most U.S. manufactured instruments are interchangeable, at least mechanically.

Not so for European speedos, including Smith's Chronometric. May identical appearing Units are in fact different.



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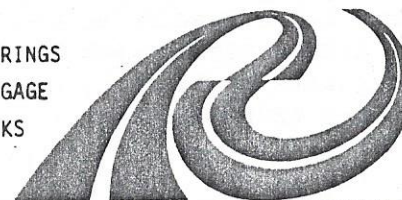
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