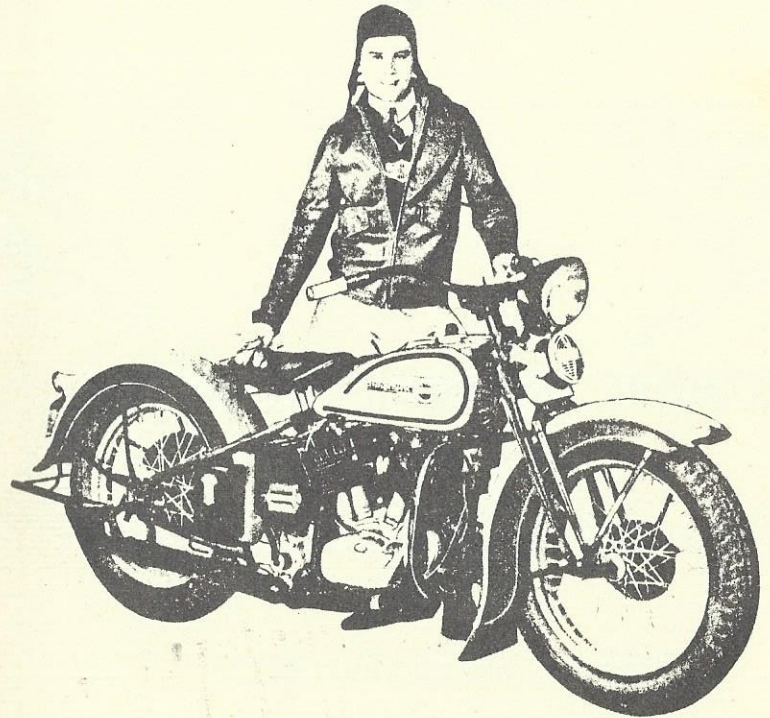


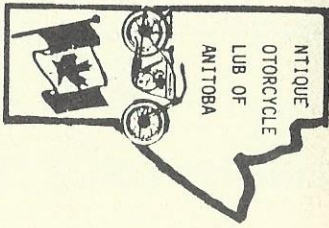
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RUST 'N PIECES



NO.2

VOL.4

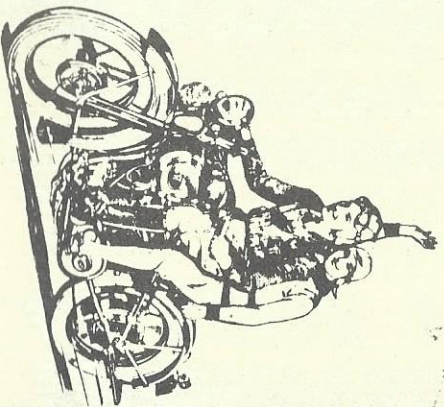


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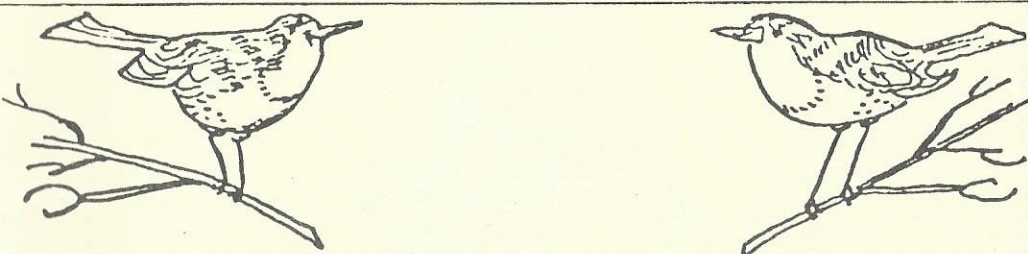


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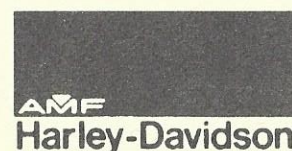
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Spring Run Plaques (1980) \$1.15 each

NEXT MEETING: MAR 30 1981

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

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CLUB PRESIDENT.....Ed Pauch (204) 832-0255

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

The membership of the A.M.C.M. extends their thanks and appreciation to
our sponsors: ROTHMANS OF PALL MALL CANADA LTD. & MOLSONS BREWERY
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The meeting was opened by Ed Pauch.

The minutes were read and adopted by Jim Simmons.

There were 3 guests at the meeting. These were Brian Sobry, Vern Frazer and Ron O'Grady.

The treasurer's report was read by Siggi Klann, who reported that our bank balance was \$272.70 as of Jan. 10, 1981, and that the books have been audited.

The library report was made by Barry Seib. There was one new book in and some others had orders in.

The Activities' Chairman, Ray Houde, reported that there will be a social at his home on Feb. 7 at 8:00.

OLD BUSINESS

A letter has been sent to the Blackhawk chapter regarding possible meeting dates this summer.

NEW BUSINESS

A newsletter was received from the Vintage B.M.W. Club and it was agreed to exchange newsletters with them.

Siggi asked about exchanging newsletters with the Bronx Park Treasure Hunter's Club. Jim Harrison suggested that they were not really a motorcycle group and that any exchange of newsletters should be with other clubs which have motorcycle interests. There was a general agreement on this.

The subject of the Cycle '81 show was brought up and it was agreed that they should be approached to see if they wished us to have a display in the show. It appears there would be four people willing to display their bikes. These are: Laddie's Triumph, Tiny's Vincent, Fletcher Reid's Indian and Randy Maunder's Royal Enfield.

con't. on page 15

The budget was brought up by Ed Pauch and it was pointed out that from what could be projected with costs and income, there would be a short fall of approximately \$250.00 by the year end. Suggestions were asked for on what we could do to make up the difference. Ed Pauch suggested that a \$5. donation from all members be asked for. Ross Metcalf suggested that shopping centers could be approached with the possibility of having a display for which we would be paid. After much discussion it was decided to have a **vote** at the next meeting to change the constitution to delete the amount of the dues and to retroactively raise the dues to \$15. Many members gave Siggi the additional \$5. at the meeting. It was agreed that Ross should look into the possibility of the shopping center displays to raise extra money for the club.

Tentative dates were discussed for our runs this year and were set at Sunday, May 24 for the spring run and Saturday, Sept. 12 for the Corn Roast. John Choquette agreed to ask Tom Ellison about holding the Spring Run at his home as in previous years.

Brian Nazarko said he would contact Molsons Brewery about sponsoring our runs as in the past.

Dave Johnson who is a member of Abate addressed the meeting about a letter writing campaign about blood fractionation plants and the Red Cross and the attempt by the city of Winnipeg to impose a helmet law within the city limits.

Ray Houde mentioned the MMC Snow Race dates at Hazelridge. A motion was made to

A motion was made to adjourn by Jim Simmons and was seconded by Barry Seib.

It is of the metal to metal disc type and running in oil so as to ensure perfect action at all times. A carburetor of the Merkel company's design is used and a shock absorbing device to further provide for the rider's comfort is placed on the bottom bracket. A new style of inlet valve dome is used making the valve easier of removal than in previous models.

The Dominion Cycle company, who handled this line last year, have again taken out a large contract and it is expected that samples of the new models will come to hand in the near future.

WHERE THE MONEY WENT

INCOME:

Membership dues	\$ 520.00
Advertising	419.00
Donations, sales, etc.	437.42
	<u>\$1,776.42</u>

EXPENSES:

Newsletter	\$ 863.89
Spring Run	202.50
Corn Roast	161.86
Trophies, service charges, P.O. Box, Advertising, etc.	93.91
	<u>\$1,322.16</u>

SURPLUS INCOME:

	<u>\$ 54.26</u>
--	-----------------

PRESIDENT'S NOTE

When I was reminded that it was note time again, I thought the page would be blank. Now, I think I will be told to shut up.

First of all, thanks to all the people who helped, exhibited, and participated in the Cycle '81 display. It's a lot of fun and the club benefits from the exposure.

That leads to another point, which is our financial situation and the dues increase. It was really encouraging how the membership rallied behind the club, especially when the bleak picture was presented by a "green" executive. It would be nice to keep the dues at the old levels, but really, in a time of rising costs and inflation, we would be kidding ourselves. I'm afraid I don't agree with crying. Those who don't participate, in reality subsidize those who do. Those who do participate, get the benefit. And we all want our money's worth, don't we? But honestly, we can't charge less for dues than it costs the club. Again, thanks for YOUR support.

Abate also may need your support, especially if our city fathers want to clamp helmets on our heads within city limits. I always wear a "brain bucket", but I can't agree with civic authorities "taking the law into their own hands". Support the Abate campaign, and leave yourself a choice.

The Abate comment on the Red Cross situation is a puzzle. The news media has not picked this up, and this is one they could really make hay with. I can't really comment on this without more information.

Lastly, if you're still awake, a request for some feedback and ideas. Some members feel the club meetings are too lengthy, leaving too little time for cycle talk. While we all like to sling bullsh--oops, tales of great achievements, we still have a club to run, activities to plan, and decisions to make. I guess my feeling is that the primary purpose of the club meetings is to conduct club business. Restricting debating time, or using a formal agenda would, I think, ruin the camaraderie of this club--that is something we should avoid. However, a good bull session is a nice idea and would provide an additional activity, perhaps on a monthly basis. Rip the back off your cig pack, and let us have your comments and ideas. Write in and get your money's worth.

Ed Pauch
President

CYCLE '81

Our club presented a dazzling display of machinery at the dealers' show in the Winnipeg Convention Center Feb. 6, 7, & 8.

Thanks to:

Randy Maunder - Royal Enfield
Interceptor
Laddie Nos - 1954 650 Triumph
Fletcher Ried - 74 Indian Chief
Tiny Robins - Vincent Black Shadow

Brian Nazarko displayed his 450 Ducati with the M.M.C. as he is also a member of that club. His machine sports domestic-style fenders are an unusual sight in this country.

Congratulations to Tiny Robins for winning "Best Original Antique Motorcycle" with his Vincent Black Shadow at Cycle '81.

MOTORCYCLING

Report Good Business

The motorcycle business looks as though it would be as much of an all the year round business as its big brother the automobile business is judging from the number that have kept their machines in use up to the present time. The Dominion Cycle company have delivered no less than five machines during the last week and other dealers report good business.

The 1912 Merkel

The announcement of the Flying Merkel for 1912 as was generally anticipated. Includes a big drop in price compared with the 1911 models, but as far as can be judged from an inspection of the new models there has if anything been a decision on the part of the makers to give even better value than on the last year's models.

Among the innovations is a new rigid frame model introduced principally for competitive purposes, it being simply the regular single cylinder cushion frame feature omitted, thereby making possible the sale of a low priced machine without omitting any of the regular Merkel quality and workmanship.

A feature that will appeal to those who take part in speed contests is that of an option being given in either belt or chain driven machines. The belt models have the same Spartan, 5-ply 28 degree V belt and the chain models are of the counter shaft type with imported Reynolds chain. A new clutch has been incorporated as part of the 1912 machines.

SLALOM RACE

Materials: at least 6 cones and a stop watch

Contestants must weave in and out of the cones turning at the end away from the start/finish line and weaving back to the start/finish line. Each contestant is timed; the quickest wins. Spacing of the cones is by trial and error.

SPEAR THE CANS

Materials: 3 juice cans, and something to use as a lance (several to speed things up)

The cans are set in a line with the openings facing the direction the rider will be coming from. The objective is for the passenger to use the lance to flip the cans into the air.

If you have a suitable story or contribution to make our club letters, please submit it to our club address.

LETTERS, WE GET LETTERS

A recent letter received by Bob Hatton is from the Vintage BMW Owners Ltd. The fellow sending it is Roland M. Slabon, Post Office Box 132, Andover, Massachusetts 01810. He enjoyed a copy of "Rust 'n Pieces" sent to him by Jim Simmons. He would like a newsletter exchange with our club. His sole non BMW is a 1953 Vincent Comet.

Well, Roland, speaking for our club, I would say we will be pleased to exchange newsletters.

Well, the helmet law issue is upon us again; courtesy of the City of Winnipeg. The city wants to reduce motorcycling fatalities.

Since most Manitobans live in the city, many of the province 's people would be affected.

I often wear a helmet, BUT prefer to do it by choice.

I believe the Abate people have the best idea when they say education is better than legislation. This occurred to me as I recently witnessed something in a local dealership. A fellow was looking to buy his first machine. The salesperson was encouraging him to buy a large multi he had his eye on. (Could it be that the customer wanted as many cylinders as his friends had on their bikes?)

The potential customer did mention that many riders started on smaller machines. The salesman assured him that he would soon be bored by a small machine and would lose money when he traded up to the larger machine.

If the fellow bought the large machine, I hope he is very cautious. A large machine is deceptively smooth and quiet even at high speeds. It will be very easy for a novice to get in over his head before he has the experience to avoid trouble.

The motorcycle course offered by the Winnipeg Safety Council is a good idea for any beginners regardless of what size machine they start with.

A helmet won't guarantee a person's survival, instruction will make an accident less likely in the first place.

Jim Harrison
Editor

CLUTCH LEVER RETAINING SPRING (OR J. Harrison loses a nipple.)

It was a case where the clutch fell readily but not to hand.

Whilst motoring on my '46 Ariel, the lower clutch cable nipple broke away and was lost along with the plunger and ball bearing.

If my machine had been geared lower, I could have started it with the kick starter and then run beside it, hopping on and putting it into gear once it was rolling. The high gear ratio on my machine prevented this technique from working and made getting home very difficult. (I had to push it home.)

Aside from making sure the clutch cable is in good condition another precaution has occurred to me; that is the mounting of a slack spring between a tab under one of the end cover screws and the clutch throw-out lever. The spring has to be slack when the cable is in place so that the clutch rod end clearance is not taken up. Should the clutch cable break, the spring would prevent the lever from falling away and allowing the plunger and clutch throw-out bearing to become lost.

With the plunger and rod assembly intact, the clutch may still be operated by the heel of the shifting foot while the toe of that foot or the right hand is used to operate the shifter.

Once the machine is rolling, the clutch does not have to be disengaged to shift gears, as long as the throttle is manipulated in a suitable way.

An interesting foot note to this article is that the next day after the cable broke, Ed Pauch and I went out and found the missing plunger and ball by the road side.

GAMES OUR PEOPLE PLAY

As our local members know, we always enjoy our club outings. Part of the pleasure is due to the games we play. For anyone looking for something to do with a motorcycle, below are the rules of these games:

BITE THE WEINER

Materials: one large weiner, something to hang the weiner from, string to hang the weiner with and mustard

The weiner is liberally annointed with mustard before each and every attempt the contestants make at chomping at it. The person who can ride under the weiner and bite off the most is the winner. The contestants must keep both feet on the foot pegs.

POTATO GRAB

Materials: an oil drum, a pile of potatoes to cover the top of the drum and 3 or more cones.

Once inside the area of the cones, the two people on the bike must keep their feet on the pegs. The passenger tries to pick up as many potatoes as possible as the driver manoevers the machine around the oil drum. A jacket open at the top is an asset for the passenger as it can help hold more potatoes. The team carrying away the most potatoes wins.

THE SLOW RACE

A starting point and a finishing point are marked out. The contestants line up side by side are sent off by the starter. The winner is the last person to cross the finish line. Any rider touching the ground with his feet is disqualified.

THROUGH A HAZE LIGHTLY

The Houdes' party of the 7th of February was a memorable affair.

I left work at almost 11:00 p.m., arrived to find everyone in a good humour and the soiree going at full tilt.

The feeling of conviviality was heightened by various games. In a couple of them we exchanged various items of clothing. In other more exotic games, carrots and potatoes were employed. There was also a limbo contest.

Refreshments included munchies and a tasty chili which must have required care and attention to prepare.

Those of us who attended thank the Houdes for their hospitality, games, prizes and food.

Jim Harrison

NEW MEMBERS

Two new members have joined our club this month. We welcome them and hope they will join in and enjoy our club activities. These new members are:

Vern Fraser
Wpg., Man.
'47 Indian Chief

Ron O'Grady
Wpg., Man.
'79 H.D.
'77 Triumph Jubilee
'70 Triumph TR6R
'56 Triumph TRW

Thanks to Ed Wiebe for his cash donation to the club.

WHAT'S NEW?

The following was taken from the Abate of Manitoba December newsletter:

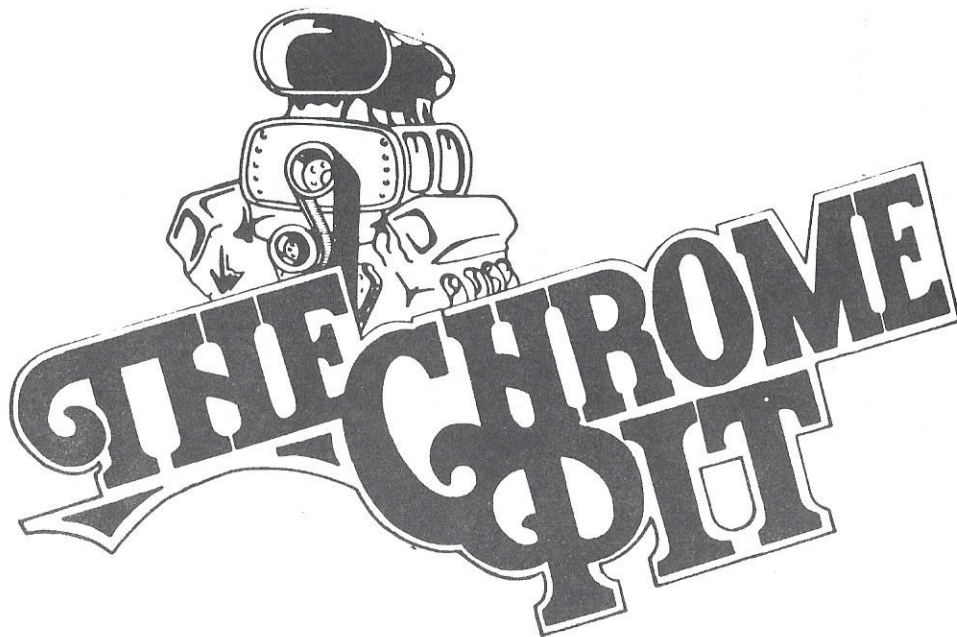
PROPOSED MANDATORY HELMET LEGISLATION

Your Abate executive have spent each Monday night of the last two months co-ordinating the names of all members, and the names of any other Manitoba bikers with whom we are in touch, to the city and provincial political constituency in which they reside. We have compiled a mailing list of approximately 1,000 names.

Within the next few weeks, we will be sending out complete instructions to everyone in order to get our letter writing campaign underway. In the instructions, you will be notified whom you should be contacting regarding the proposed mandatory helmet legislation and we will give you a few ideas of what to say in these letters. This issue will be going to the legislature this FEBRUARY, so please watch your mail and if you have any questions, feel free to contact Rick Emslie at 667-3068.

PAID BLOOD SYSTEM

The Red Cross Society have advised us that there is a danger of Canadians having to pay to receive blood due to the Federal Government's promotion of a private blood processing system. In recognition of the negative factors of a "PAID BLOOD SYSTEM", Abate hopes all members will support the Red Cross by writing to: Mr. R.L. Sherman, Minister of Health, Legislative Bldg., Winnipeg, Manitoba, R3C 0V8 and requesting him to leave both the processing and placement of blood in the hands of the Red Cross.



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