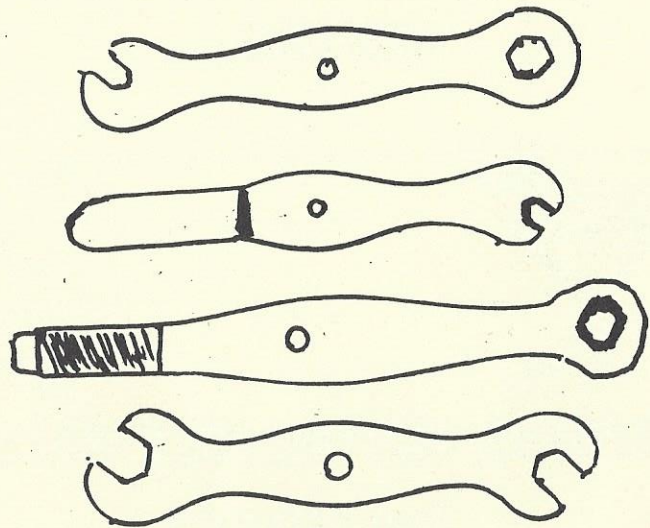


APR / 1981

RUST 'N

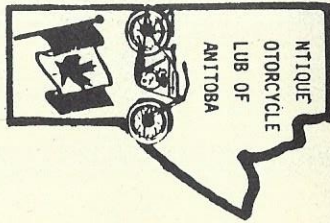
PIECES



We hope the owners of non British machines won't bolt when they see this month's feature in which we go nuts about British hardware.

VOL. 4

NO.4

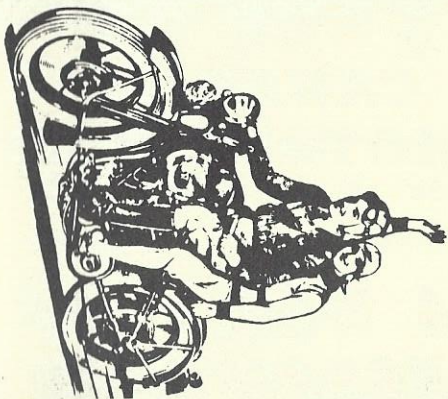


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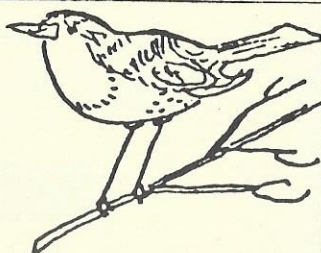
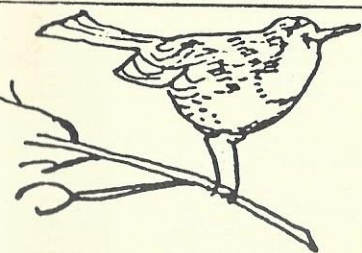


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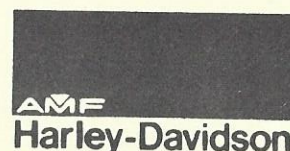
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194? new Hudson motorcycle 100cc
Villier's power plant, good original
condition (not running) \$125.00

one old BSA -60's- gas tank \$5.00

Triumph oil tank (chrome) \$20.00

Harley 45' rear fender, oil bath unit,
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1943 Harley 45' - restored - good
runner - will sell or trade for Indian
Chief or Scout (prefer 101 Scout)

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WANTED

Harley "Knuckle Head" parts

CONTACT:

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EDITOR.....Jim Harrison

LAYOUT & ARTWORK.....Keith Freeman

RUST 'N PIECES is the official monthly publication of THE ANTIQUE
MOTORCYCLE CLUB of MANITOBA (est. 1977) P.O. Box 1074, Winnipeg,
Manitoba, R3C 2X4.

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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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CLUB MINUTES

The meeting was opened by Ed Pauch.

The minutes were read. There were 2 amendments correcting the date of the M.M.C. fall banquet to October 17 and the cost of a single ticket to \$12.50. The minutes were moved adopted by Siggie and seconded by Bob Hatton.

There were 3 guests present: Craig Craft with a 1943 Harley 45', Bruce McDonald with a Royal Enfield 350 single and Dave Detrick with a 1973 Sportster.

The treasurer's report was made by Siggie. There was \$899.75 in the bank. He was still waiting for money from two advertisers. He also mentioned that we have not been billed for the last two newsletters.

The library report was made by Bob Hatton. A picture of the Cycle 81 display was donated by Dave Campbell. Ray Merrill has given the club some BSA wall charts. The club has also received newsletters from Abate and the Atlantic Vintage M/C Society. A book called Motorcycle Pioneers was donated to the club by Dave Johnson from Abate.

The Editor's report was made by Jim Harrison, who mentioned we have a new printer. Lawson Graphics to do our newsletter at a reduced cost. He also mentioned he could use some articles for the newsletter.

TRADING POST

FOR SALE

1975 Norton Commando 850, completely stock, excellent. asking \$1,700.00

1974 750 Commando engine, ready to install, excellent condition, can be heard running. asking \$390.00

WANTED

any parts including sheet metal for 1950 and 1955 Ariel Square 4

Contact:

Ed Pauch, 118 Sunnyside Blvd.,
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FOR SALE OR TRADE

AJS 16 M 350 bottom end

Burman CP gearbox parts

AJS-Match inner alloy primary chain case

1948 500 Matchless single barrel & head
gas tank - early AJ & Matchless

Norton Commando front wheel

Royal Enfield 750 interceptor barrels
& swing arm

300 x 19 Avon speedmaster MkII front
ribbed tire

400 x 19 Avon trials tire.

400 x 19 Carlisle rear tire

WANTED

Parts or info for 1933 BSA 500
model W33/7

oil tank for 1956 or later AJS or
Matchless left hand side mounting

generator for AJS or Matchless single

battery holder for 1950-ish AJS or
Matchless

NEW MEMBERS

This month our club welcomes three

Craig Kraft of Wpg.

Owens: 1943 Harley Davidson WLC45

Bruce MacDonald of Wpg.

Owens: Royal Enfield 350 Single
BSA 441 Victor

Ray Merel of Wpg.

Owens: 1955 BSA Road Rocket 650
1956 Triumph TRW 500
1979 Yamaha 650 Special

COMBINED M.M.C., A.M.C.M.,

AND OLD TIMERS BANQUET

Saturday, October 17, 1981

Headingley Hall

Smorg.

Live band

\$12.50 for single

\$25.00 for each couple

TRADING POST

WANTED

BMW parts or Motorcycles

BMW literature

Harley Davidson literature

FOR SALE

some N.O.S. and used Harley Davidson parts
to trade

CONTACT

Jim Simmons, 15 Finestone St., Wpg.,
Man., Ph. 1-204-633-5010

OLD BUSINESS

The club has received a reply from the Viking Chapter from Rick Wyatt. They say they have too many things on the go in June to have a meet with us. He suggests the weekend of August 1 & 2 in the Fargo area. There was no interest shown by the membership.

SOCIAL MEETINGS. Ray Houde said the M.M.C. has agreed to let us use their clubhouse for our social meetings. We can have the use of the clubhouse free if we don't use any heat, otherwise, we will have to pay for the propane used. Arrangements must be made to have their clubhouse manager open up or arrange for a member to be there. The date for the first meet was set on April 14th at 8:00 p.m. The remainder of the dates would be published in the newsletter.

Ed Pauch mentioned that he had a call from Andy Blick, however, he was not home at the time. Brian Nazarko said he had not had a chance to meet with our rep at Molson's since he was away on holidays.

NEW BUSINESS

Ed Pauch mentioned we have received a letter from the NAAACCC regarding a roster form and an application for our club. There was no interest shown by the membership present on this. Ross Metcalfe has contacted Unicity about a M/C display. Thursday, Friday and Saturday the 14th, 15th and 16th of May were mentioned as tentative dates and a fee of \$10 per day per motorcycle would be charged. Approximately 10

motorcycles would be expected. It was mentioned that the club should get busy and make up some display stands for roping off the area. 15 to 18 stands would be required. Ed asked for support from members regarding materials and labour for the stands. A motion was made by Brian Nazarko and seconded by Jim Simmons to authorize Ross to make necessary arrangements--This was carried. It was mentioned by Barry Seib that the club should look into liability coverage for the club for events such as these. It was suggested the club should look into becoming incorporated. Barry made a motion to authorize the directors of the club to look into incorporation which was seconded by Jim Simmons. This was carried.

Ed Pauch started some discussion about a smaller club crest for a T-shirt or jacket patch. It was generally agreed that this would be a good idea. It was also mentioned that perhaps a colour other than black be chosen for our next order of T-shirts. There was a show of hands on these ideas and a majority of members present favoured some follow-up ideas.

A motion to adjourn was made by Brian Nazarko and seconded by Ross Metcalfe carried.

CLUB ITEMS FOR SALE

Rust 'n pieces extra copies .85 ea
 Club crests \$13. each
 Corn Roast Plaques (1979) \$1.05 each
 Spring Run Plaques (1980) \$1.15 each

Now that you have bolt sizes and threads down pat, we'll go on to wrench sizes. English wrenches seem to be marked with the actual bolt size and not the distance across the flats as are American wrenches. As a result, a $\frac{1}{4}$ " BSF wrench fits a $\frac{1}{4}$ " BSF nut. Whereas, a $\frac{7}{16}$ " American wrench fits a $\frac{1}{2}$ " American nut. By the way, BSF, BSW and cycle sizes use the same wrench sizes. You may have seen some English wrenches marked for example $\frac{5}{16}$ " BSF - $\frac{1}{4}$ " W. The reason for this is that earlier the coarse Whitworth thread used larger wrench sizes, usually you can ignore the "W" sizes 95% of the time. Sometimes you will find an English wrench marked, for example, $\frac{1}{2}$ " AF. The AF stands for flat across and as a result, this will fit a $\frac{5}{16}$ " American bolt, just as a standard $\frac{1}{2}$ " American wrench does. Here is another chart you may or may not find handy.

WRENCH SIZES

ENGLISH BOLT/WRENCH SIZES	$\frac{3}{16}$ W $\frac{1}{4}$ BSF	$\frac{1}{4}$ W $\frac{5}{16}$ BSF	$\frac{5}{16}$ W $\frac{3}{8}$ BSF	$\frac{3}{8}$ W $\frac{7}{16}$ BSF	$\frac{7}{16}$ W $\frac{1}{2}$ BSF	$\frac{1}{2}$ W $\frac{9}{16}$ BSF
ENGLISH WRENCHES ACROSS FLATS	.448	.529	.604	(18mm) .705	(21mm) .825	.925
AMERICAN BOLT SIZES	$\frac{1}{4}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{9}{16}$
AMERICAN WRENCH SIZES ACROSS FLATS	$\frac{7}{16}$.440	$\frac{1}{2}$.504	$\frac{9}{16}$.566	$\frac{5}{8}$.629	$\frac{11}{16}$.672	$\frac{3}{4}$.755

This gives you the wrench sizes across the flats. You will see that other than 2 sizes, neither American or metric wrenches will fit cycle sizes.

Randy Maunder

PRESIDENT'S NOTE

Another month has passed, and soon we will be riding, if you aren't already. If anyone is looking for a place to go for a ride, why not come to the AMCM social meetings held at the MMC clubhouse. These should be a really good "show".

I would also like to talk about another "show". I would like to thank Ross Metcalfe for his efforts in getting a shopping centre display. We stand to make a bit of much needed money, and the exposure should be most beneficial. Who knows, you may even find that "1932 Thrshwell 550 cc Triple Mark II Knuckle Pan" that you have been searching for!

Seriously tho, it took a lot of guts to agree on the basis of verbal support. I hope the members support Ross on this. Thanks again, Ross.

By the time the show rolls around, we may be able to wear new T-shirts. With a new crest. Maybe? The idea of a new design produced a surprising amount of support at the last meeting. Now we need a suitable design. Anyone out there have a better idea?

We will also require about 15 or 18 stands for the May show. I think it is high time we came of age and had our own. Material costs are in the order of \$10 to \$11 per stand, and many people have volunteered to help build and paint these.

Spring is riding time, and to achieve that advanced state of bliss requires a donation to Autopac.

B.S. Pipe 55°

SIZE	O.D.	T.P.I.
1/8	.383	28 *
1/4	.518	19
3/8	.656	19
1/2	.825	14

B.A. 47 1/2°

SIZE	PITCH (M.M.)	O.D. "
0 *	1 mm	.236
2	.810 mm	.185
4	.660 mm	.142
6	.530 mm	.110

* CLOSE TO 3/8 x 26 C&T - CAUTION - * CLOSE TO 1/4 x 26 C&T

SPOKE THREADS

SIZE	O.D.	T.P.I.
8 swg	.176	32
9 swg	.157	40
10 swg	.141	40

20 T.P.I. THREADS 55°

7/16 "	1/2 "	9/16 "
5/8 "	3/4 "	7/8 "
1 "	1 1/4 "	1 7/8 "
2 1/8 "	2 9/16 "	—

* SPOKE THREADS ARE ROLLED ON AND NOT CUT WITH TAPS + DIES

The treatment motorcycle owners receive is nothing short of disgusting. Note as follows:

- a) Basic coverage cost decreases 1/12 of yearly cost per month, but refunds on cancellation do not.
- b) Comprehensive coverage premium is for a yearly policy, refund decreases at 20% per month. No refund after five (5) months.
- c) Costs of extension PL & PD coverage much higher. \$2 million extension coverage for a motorcycle costs more than for a 20 passenger bus! WHAT'S GOING ON?

To get decent coverage for my '74 Norton would cost nearly as much as the machine is worth!

I somehow don't think the AMCM could have much impact on Autopac, but if Abate MMC, and any other respected M/C group could get together on this, maybe some of the inequity can be corrected.

Well, time to shut up for this month. See you at the next meeting, bring your crest design!!! Until then, keep out of buffalo herds.

EDITOR'S NOTE

This is your actual editor writing again. I, who have been out knocking about after interesting things with which to tweek your cerebrum. I have been visiting Irv Lowen, a swell fellow and

come across BSW (British Standard Whitworth) you are OK since all common sizes up to 7/16 are the same as--wait for it--American National Coarse. Now for the bad news. You won't find very much BSW on your motorcycle save the odd Burman Gearbox cover. American special threads will not help either because none of these correspond with cycle or BSF threads. Just for you information BSF & BSW threads are cut at 55° and CEI and American threads are cut at 60°.

This will cover most of the threads you will come across, however, there are a few more. BA (British Association) are mostly small machine threads used on instruments and electrical equipment. 20 TPI is quite common for gland nuts, gallery plugs and filler covers. The following charts may come in handy:

THREADS PER INCH

Bolt size	BRITISH SIZES			AMERICAN SIZES		
	CYCLE	BSF	BSW	NE	NC	SPECIAL THREAD
1/4	26	26	20	28	20	24,27,32
5/16	26	22	18	24	18	20,27,32
3/8	26	20	16	24	16	20,27
7/16	26	18	14	20	14	24,27
1/2	26	16	12	20	13*	12,24,27

* NOT THE SAME AS BSW

NUT & BOLT MYSTERIES RESOLVED - OR
WHAT ARE THESE ENGLISHMEN PLAYING AT
ANYWAY?

There are probably some of you who have been baffled at some time or other with a nut, bolt or wrench size on an English motorcycle or car for that matter. Well, I can't hope to enlighten you on all you may come across, however, read on and I'm sure we can sort out at least the majority of fasteners on your trusty steed.

First of all, of course, is Motorcycles; way back in the dark ages, it was thought that a standard thread for cycle manufacturers would be a good idea and so CEI (Cycle Engineers Institute) sizes were formed. All of these were 26 TPI (threads per inch). No problem you think, just nip down to your local, friendly English car purveyor. Well, I'm afraid you can save your gas and time because it won't do you any good. English cars used BSF (British Standard Fine) which will fit only if you want the $\frac{1}{4}$ size. By the way, when we talk about sizes we don't mean wrench sizes which is not what you ask for down at your local ironmaker. All other BSF sizes are not interchangeable with CEI. If you own a Royal Enfield or the other odd make you may find your engine uses BSF threads. Even then, you may not have much luck because 98.5% of all English cars since 1955 use unified threads which are, for all intents and purposes, the same as American sizes. The 1.5% left are the odd carburetor and fitting, so with this in mind, your chances are not too good. There is a little good news, however, if you come

terrific host. He is a major part of the glue which holds the old timers section of the Manitoba Motorcycle Club together.

Irv has a 45' Indian Scout similar to what he motored on in the thirties. Irv has movies he shot in the 30's and will premier some of that at the combined banquet in the fall.

UNICITY SHOPPING CENTRE DISPLAY

May 14, 15, & 16

Ross Metcalfe would like volunteers to help set up at 9:00 p.m. on Wednesday, May 13, and to man the display for the duration. The bikes will be removed on Saturday evening. For information call:

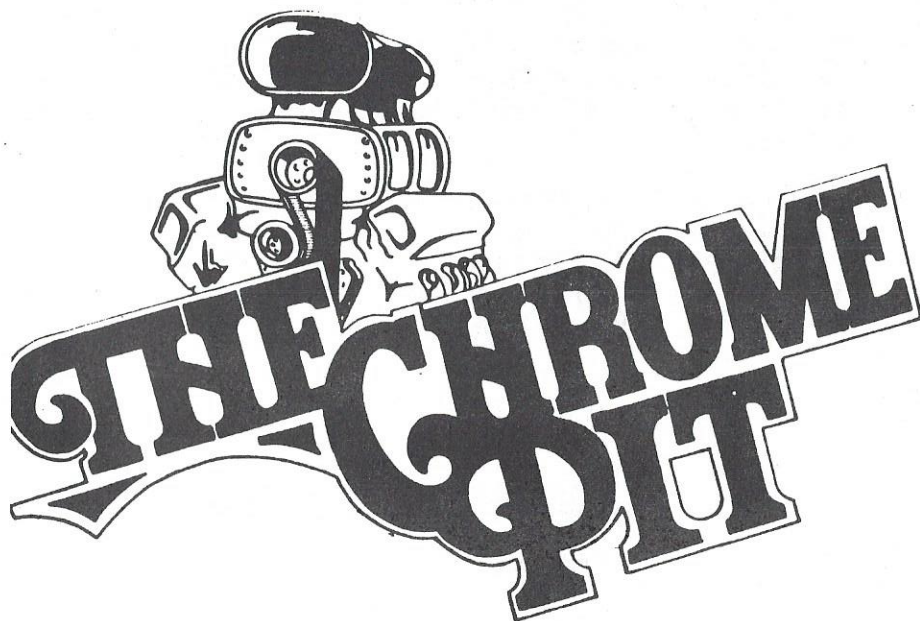
Ross Metcalfe at 889-8177

or Ed Pauch at 832-0255

ANNUAL SPRING BARBECUE

For Ariel treat, come to our spring run. Bring the whole family. It will be held at Tom Ellison's in Matchless surroundings. If we get our usual good weather, it will once again be a Triumph!

Departure time.....12:30 p.m.
Sunday May 24 from the Rothmans
Center, 1645 Inkster Blvd.



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