

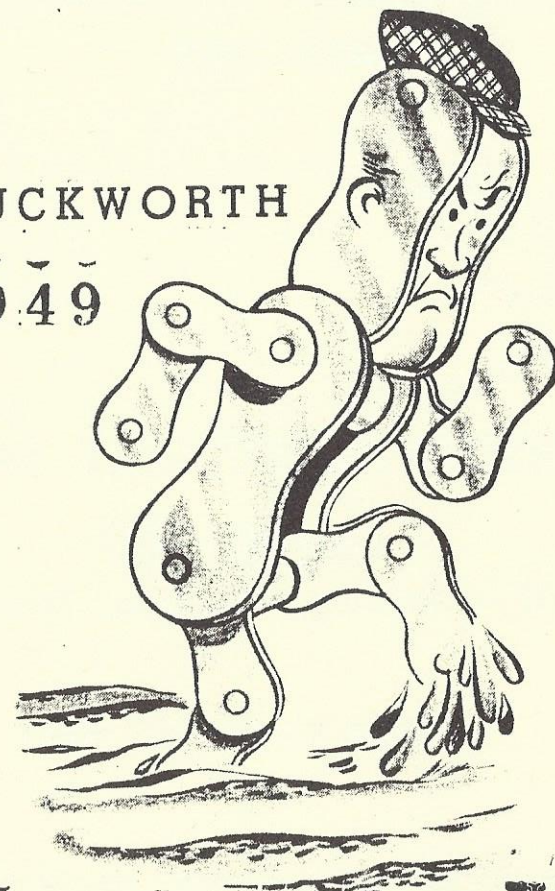
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RUST 'N

PIECES

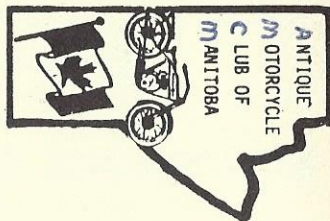
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VOL. 5

NO. 1



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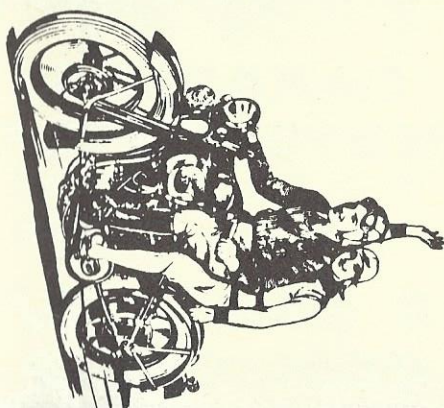
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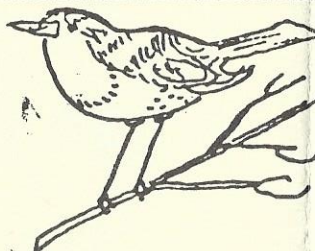
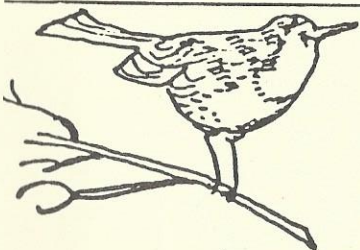


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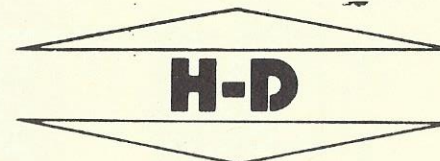
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 B - Being Restored F - None of These
 C - Restorable G - Looking for a
 Particular Bike
 D - Original

TYPE OF BIKE YEAR NO. OF CYL. C.C. CATEGORY

MANUALS, BOOKS, OR TOOLS THAT COULD BE LOANED
 TO FELLOW CLUB MEMBERS _____

I _____ WILL ABIDE BY THE BYLAWS
 OF THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA.

CONTENTS

CLUB MINUTES	2	HERITAGE	10
BEARINGS	4	A LETTER	11
EDITORS NOTE	5	TRADING POST	13
AUTOPAC COMMENT	6	MEMBERSHIP	
		RENEWAL	15,16

EDITOR.....Jim Harrison

LAYOUT & ARTWORK.....Keith Freeman

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Activities	Ray Houde
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CLUB MINUTES

Dec. 14, 1981

The Meeting was opened by Ed Pauch.

The Minutes of the last meeting were read. There was one ammendment - This being that an Auditor had been appointed for our year end. This was Rod Orchard. The Minutes were moved adopted with this ammendment by Mike Barischuk and seconded by Siggie Klann.

There was one guest present. This was Larry La Pointe with a 1978 Harley.

The Treasurer's Report was made by Siggie. He reported we had received a Bill of \$40.00 from Wilson's for the charge on the Club Pins. The present bank balance is \$646.90. It was mentioned the Pins should be ready about mid-March.

The Library Report was made by Bob Hatton. He reported the library fund was \$90.75. However, after Classic Bike was paid for and other orders, there will be \$19.75 left. Ross Metcalfe donated a record and hat for the draw. Siggie has donated a 1957 Nicholsons catalogue and John Choquette a riders Handbook. Bob mentioned that Graeme Smith still had a book outstanding.

There was no Editor's Report.

The Activities Report was made by Ray Houde who said there would be a sound film of the 1955 ISDT in Czechoslovakia. Ed mentioned the mid-winter bash and said members should think of where this could be held. Tiny said there would be a get-together in his shop on Dec. 19th, 1981, and Club Members were invited.

There was no Old Business discussed.

MEMBERSHIP DUES FOR '82

MEMBERSHIP DUES are \$15.00 for 1982 and can be paid by January 18th or February 15th Meetings at Rothmans. Also they can be mailed to our Club address c/o A.M.C.M., P.O. Box 1074, WINNIPEG, Manitoba, R3C 2X4.

Make sure to have your Roster filled out or you may get a copy from our Treasurer at the Meetings. There will be one more newsletter mailed out after this one, so have your Dues in.

Siggie Klann

1982 A.M.C.M. MEETING DATES

Every 3rd Monday Evening in the Month, except December which will be the 2nd Monday.

That is:--

Jan.18th	July 195th
Feb. 15th	Aug. 16th
Mar. 15th	Sept. 20th
April 19th	Oct. 18th
May 17th	Nov. 15th
June 21st	Dec. 13th

at ROTHMANS CENTRE, 1645 INKSTER BLVD.

CLUB MINUTES

WANTED:

Dash, Headlite and Brackets for 1928 Harley-Davidson J.D.

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WANTED:

For 42 H-D WLC Cats Eye Dash and Speedo, Metal Strip that fits over fuel tanks.

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FOR SALE

- Front Forks (Partially Dismantled)
 - Front Wheel c/w Disc (complete)
 - Handlebar/Switches/Speedo & Tacho Brackets
- From a 1973 Triumph Trident 750cc

OFFERS???????

WANTED

Original Front Forks with or without Wheel from a 1969-70 Triumph Tiger 650 (TR6R-T120)

Complete Machine considered.

"Tiger Cubs" or parts of same also wanted.

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All Pre 1950 Manitoba Motorcycle Plates, CASH PAID

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NEW BUSINESS

Ed mentioned we have received a letter from Abate offering support for any action for better Autopac Rates. Ed will make some enquiries for statistics on Motorcycle Insurance for the next meeting.

Ross Metcalfe has offered to have Meeting date sheets made for next year. Our new Editor, Siggi Klann, mentioned that he was planning to enlarge the magazine to allow the use of Ads and Articles from Magazines without being reduced. Ed Pauch said he felt the Magazine was not receiving the recognition it deserved. He said the Club should give more support to the Editor who should have the help of 2 or 3 people. There was a show of hands to approve the new format and a majority of Members supported the change.

A collection was made for the custodian and this was presented to Ed Pauch.

Since this was his last meeting as President, Ed thanked the Membership for the support he had been given the last year.

A motion was made to adjourn by Ray Houde and seconded by Simmonds.

WANTED:

Old Toy Motorcycles. Cast iron, tin, mechanical, windup or plastic, etc,

Craig Kraft, (204) 589-4940

WANTED:

- Ariel front stand, '50s vintage
- Ariel front fender, 50's vintage ('51 to '56)
- Lucas or clear hooters English 6 volt horn
- Ariel Motorcycle, 1954 to 1958 with swing arm frame, condition unimportant
- Norton Commando with Blown engine, or sell excellent running 750cc engine

FOR SALE:

- 1971 -- 750cc Norton Commando Engine, excellent condition, sell or swap for parts -- Try me with your offer
- Nos 1955 Ariel 500 Twin head and barrels, (Alloy head, iron barrels, both never used). Make offer, sell or swap.

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FEBRUARY 19TH, 20TH, 21ST, 1982

Ariel Spares #

1430-26
1440-30
1433-35
1432-35
4040-27
4342-39
4342-50
4434-50
K 144-48
1431-37
1432-37
1463-31

Hoffman

MS.10
LS.10
RLS.10
RMS.10
MS.8
MS.8
LS.10
RMS.11
RL.11 L
RL.11 L/
LS.3
8769

Ball and Roller Bearings

Fansome & Marles

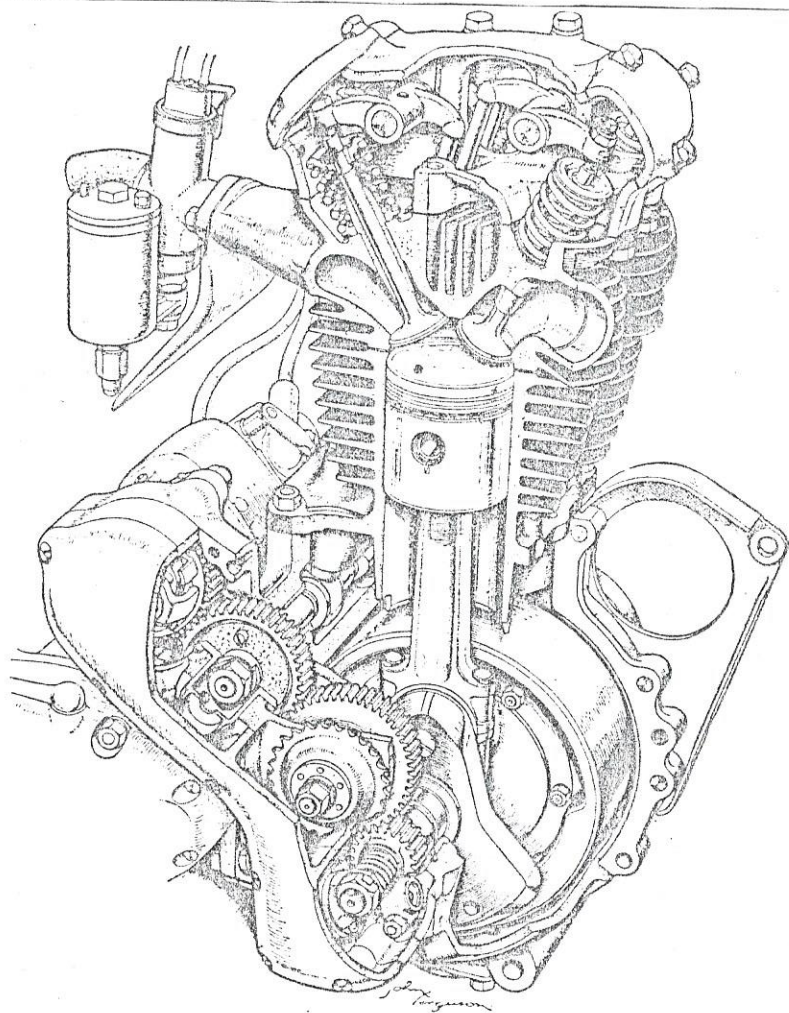
MJ/1
IJ/1
IRJ/1
MRJ/1
Taper 1163X-1120N1
MJ/3/4"
MJ/3/4"
MJ/3/4"
IJ/1
MRJ.A.1 1/8"
LDJA.1 1/8"
LRJA.11/8-.001
R.M.S.8
F.L.S.8
C.R.L.8
C.R.M.8
9/16x13/4x13/16"
R.M.S.6
F.M.S.6
R.L.S.8
C.R.M.9
2 13/16 x 1 1/8 x 1 3/16"
C.R.L.9
1.125x2 1/2x3/8"
C.R.L.9-.001
1.124x2 1/2x5/8"
F.L.S.6
3/4x1 7/8x 9/16"

Skelco

1" x 2 1/2" x 1 3/4"
1" x 2 1/4" x 5/8"
1" x 2 1/4" x 5/8"
1" x 2 1/2" x 3/4"
3/4x2x 11/16"
3/4x2x 11/16"
1" x 2 1/4" x 5/8"
2 13/16 x 1 1/8 x 1 3/16"
1.125x2 1/2x3/8"
1.124x2 1/2x5/8"
3/4x1 7/8x 9/16"

Burman Gearbox Bearings

3095-31 Drive Gear Bearing BA Gearbox 219X 1 1/2x72mm x 17 mm
3095-33 Drive Gear Bearing GP & GB 177X 62mm x 1 9/32 x 16 mm
3175-31 Mainshaft Bearing KS end BA 37EA 20mm x 52mm x 15 mm
3176-33 Mainshaft Bearing KS end CP7 GP 68X 40mmx12mmx17 mm



Courtesy the "Motor Cycle" and "Motor Cycling"

A single-piece crankshaft is employed in the new 650 cc OHV vertical twin Golden Flash, and the massive central flywheel is so designed that it can be threaded into position. Also note downswept inlet valve ports, and outside bearing for the idler pinion.

EDITOR'S NOTE

This is the last issue I am editor of. However, I will assist Siggi as much as I am able to. I hope others will too.

The article on page 10 is from the local real estate newsletter. I don't think the fellows pictured there would appreciate the term "gang" used in the title; but, it is an interesting article.

The letter on page 11 was in the Free Press a few years ago. Although inflation has made a bad joke of the cash figures mentioned therein, the letter still makes some interesting points.

Last but not least, I trust the information on page 4 will help some people to get their bearings, and I hope you had some pun reading this.

HAPPY NEW YEAR

Your former editor,

Jim Harrison

A COMMENT

A New Year has arrived, and with it comes the inevitable risse in Autopac Rates. I am not sure if Motorcycles will be charged more than the minimum increase. Most newspaper reports did not mention a surcharge, but the report I heard on radio suggested a 15% rise in motorcycle rates.

In December, 1981, we received a letter of support from Abate of Manitoba, and they also published a statement in their last newsletter. I would like to clarify a problem that seems to be arising, even though both groups are after fair treatment.

The problem, if it can be called one, is that Abate seems to be angry about extension coverage, while we are referring to third party coverage.

Extension coverage is all those items that Autopac does not sell on a mandatory basis. This includes fire, theft, comprehensive and the big one - collision.

I do not agree with the Autopac Policy of 20% per month discount of your refund (no refund after 5 months) in spite of it being a 12 month policy. This makes no sense at all. Also, if the rates charged are too high, we should certainly try to have them reduced.

However, fellows, let's be honest. Collision damage for bikes is probably higher than we would like to think. When you look at the riding habits and practises of some people on the street, it makes you shudder. Nine times out of ten, the motorcycle accident involves a young rider on a large new machine, and we all know what the price of bikes and parts is for those.

We tend to look at our own groups (AMCM, MMC, ABATE, etc) when we think of accident rates. However, there is a pile of inexperienced riders out in the world who are lumped in with us for Insurance purposes.

The Good Cyclists

Sir: In a recent series of articles in the Free Press, the bad side of motorcycling has come out.

This concerns a group of punks who cannot afford motorcycles but who go to third or fourth rate movies about gangs of trouble-makers who have motorcycles and terrorize small towns, usually with a population of eight or nine. These same punks buy or steal a pocketbook about motorcycle gangs and then, because they are impressed by these books and movies, they feel such behavior should impress others. The next step is to get together with a few more punks, get a name that sounds rough and tough, and call themselves a "motorcycle club."

The next thing to do is to buy or steal a blue-jean jacket, cut off the sleeves, throw the jacket on the ground, and jump on it till it looks well worn and dirty. Next get some medals and chains to pin on the front and sides. Your colors or "crest" goes on the back of the jacket along with your name. Now you should be able to get people to look at you.

Now the time has come when you and all of your gang members get on the bus, or walk, or maybe — just maybe — get some goof with a car, so that nine or ten of the gang can pile in. Now you head for the bus depot. You walk through the center of the bus depot. As you do you drag your feet and make lots of noise. (It also helps to utter obscene remarks as you pass people.) The reason for this is that maybe people will think you are real hard.

So much for the phonies. Now let me give you an idea about what real motorcycling involves:

My insurance (public liability and property damage) costs me \$40 per year; \$6.75 for licence plates. It costs anywhere from

\$300 to \$3,000 for a motorcycle — the average is about \$1,400. A good leather jacket costs \$40 and a good pair of boots costs \$30. As you can see, to ride a motorcycle for the season can cost an average of about \$1,600. The season is about six months, give or take a month.

Through motorcycling, I meet many good people. The funny thing is there are no barriers of race or religion or size or shape; we all have something in common, a mutual interest in motorcycling.

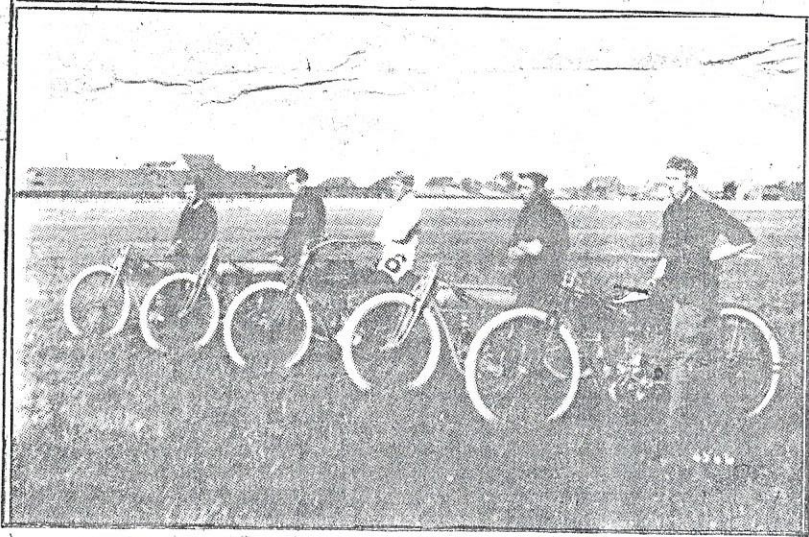
The way I feel about motorcycles is the way other people feel about bowling, golfing, or curling, etc. I love to meet all the guys, then set a ride up (such as to Lockport or St. Norbert) and start a conversation while I am waiting for a light to change. It makes me feel that I can't be all that bad, because, if I were, I am sure that people would not talk to me at all.

I should also like to mention that a "hog" is not just any motorcycle: it is a Harley Davidson and only a Harley Davidson.

I hope that some time in the near future your paper will do an article that would be beneficial to the sport of motorcycling.

Brian Robertson

Motorcycle Gang — 1915 Variety



Although cars and motor bikes were invented around the same time, motorcycles did not become a popular means of transportation until much later.

The early 1900's saw the first motorcycle, invented by a Belgian who attached a gasoline engine to his bicycle. By 1902 the Davidson Brothers of Milwaukee had introduced their first Harley-Davidson model.

Motorcycling as a sport became a thrilling passtime and in 1911 Winnipeg formed its own Motorcycle Club consisting of 40 members. At the time bikes like "The Flying Merkel" were selling at \$360. plus \$15 if credit was required. Side-cars were soon introduced and this mode of transport became more acceptable among merchants and the city police alike.

In 1914 the Manitoba Motor Cycle Club offered a gold medal to the first motorcyclist to travel the 50 miles between the city and Winnipeg Beach. The trip was particularly trecherous because of the poor condition of the roads and trails. Ultimately the trip was made and the medal won by Miss Sadie Grim, one of the few lady cyclists in the city. Miss Grim made the trip by way of Selkirk taking four hours to travel the roads and cowpaths, dodging mudholes, potholes and automobiles stranded in bogs.

A popular bike of the time was the twin-cylinder seven horsepower "Indian". This model was ridden by Winnipeg's Joe Baribeau, a champion biker of the time. This bike had a straight chain drive, no clutch and no brakes. Getting started required a push and stopping could be achieved by killing the ignition, pulling out the spark plug wires, dragging one's feet or running out of gas.



A COMMENT (Cont'd)

Third party insurance however, is that which Autopac sells you with your license plate and covers damage YOU DO TO OTHERS. As you know, unlike Auto coverage; fire, theft, collision are excluded for motorcycles.

As a result, we don't get a lot for our basid Autopac premium. We even get a sliding scale on refunds.

Considering the weight and size of a motorcycle, and considering the number of accidents charged to the Auto Driver, I don't believe Autopac pays out much for damage caused BY Motorcycles.

That may not be true, but we will have to get Autopac (and hopefully other) statistics to prove it.

In any event, bear in mind that there are two types of coverage. We are interested in getting fair treatment in BOTH cases.

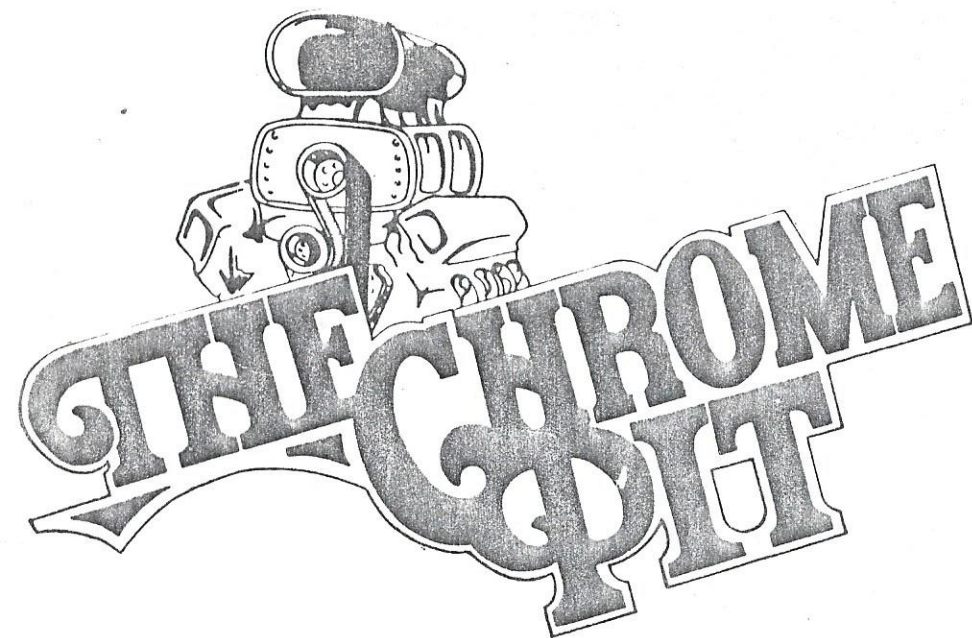
We appreciate the support voiced by Abate, and will not ignore their objectives. We are sure they will support ours.

Autopac have somewhat of a point in the "If you don't like it, don't buy it" argument on extension coverage.

On the mandatory part, this is no longer true -- We have to buy it. I think this is the area we have to go after first.

NOW -- does anyone out there know where we can get Autopac statistics on loss ratios and income to loss ratios? We need that information.

ED PAUCH



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