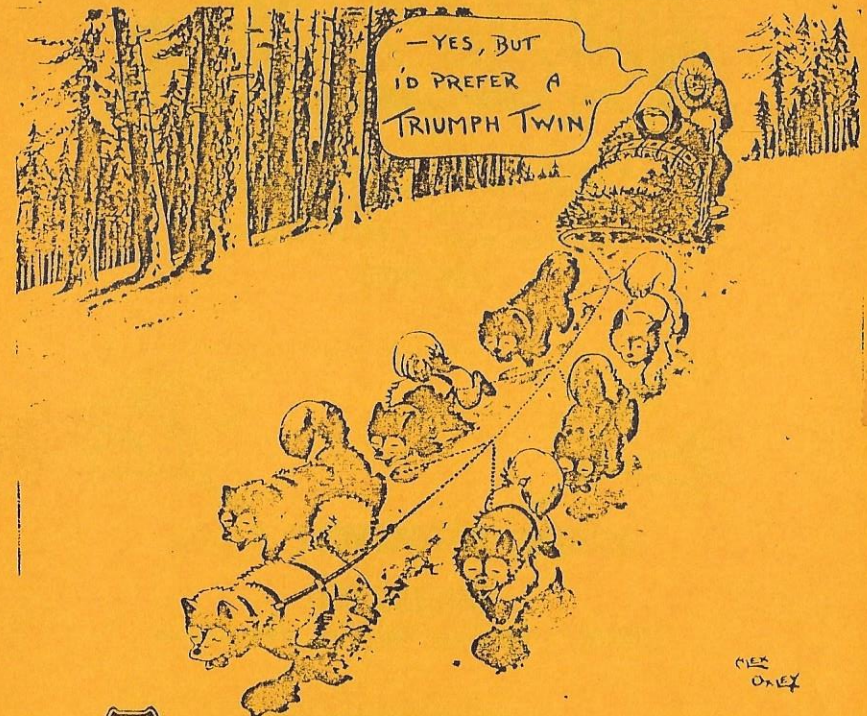


# RUST 'N PIECES

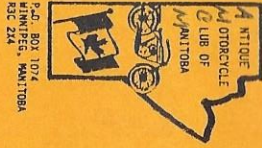
VOLUME 5 NUMBER 2

FEBRUARY 1982



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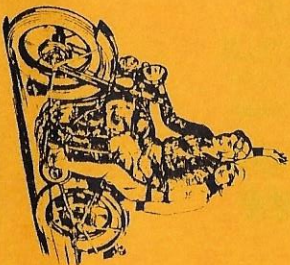


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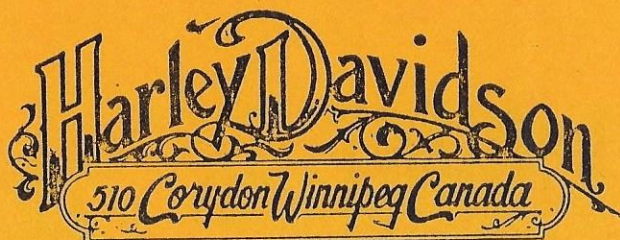
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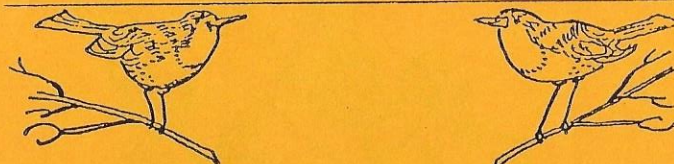






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## EVENT CALENDAR

### ANTIQUÉ MOTORCYCLE CLUB OF MANITOBA

February 19, 20, 21, 1982 ..... Cycle Canada at the  
Convention Center

May 30th, 1982 ..... Spring Run (June 6th Rain Date)

Sept. 18th, 1982 ..... Corn Roast Run (Sept. 25th Rain Date)

### MANITOBA MOTORCYCLE CLUB INC.

March 7th, 21st, 1982 ..... Snow-cross at Hazelridge- 1 p.m.

May 2nd, 1982 ..... Gypsy Run

### THE CANADIAN VINTAGE MOTORCYCLE GROUP

June 18, 19 and 20th, 1982 ..... Tenth Anniversary C.V.M.G.  
Vintage Rally - Molson's Park,  
Barrie, Ontario

EDITOR ..... SIGGI KLANN

RUST'N'PIECES is the official monthly publication of THE ANTIQUE  
MOTORCYCLE CLUB of MANITOBA (est. 1977), P.O. Box 1074, WINNIPEG,  
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PAST PRESIDENT ..... Ed Pauch                      LIBRARIAN ..... Jim Gold

SECRETARY ..... Randy Maunder                      ACTIVITIES MANAGER ... Ray Houde

TREASURER ..... Keith Freeman                      PUBLIC RELATIONS ..... Ross Metcalfe

PROPERTY MANAGER ..... Bob Hatton

The Membership of the A.M.C.M. extends their thanks and appreciation to  
our sponsors: ROTHMANS of PALL MALL CANADA LTD. and MOLSON BREWERY  
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**DON'T HAVE A LONG FACE**  
JOIN THE *Smiling Indians*

RIDE A **TRAILBLAZER**  
ASK YOUR INDIAN DEALER FOR  
A THRILLING DEMONSTRATION RIDE

**55 YEARS OF MOTORCYCLING FUN**

# TRADING POST

Have Parts for 1939-40 Harley '74 and 1956 Harley '74,

eg: Speedometer Head, Switch and Cover,  
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If anyone interested in purchasing - write:---

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Also have 1974 Norton Commando A1 condition for sale,  
Lots of accessories. Good Collector's Machine,

IF YOU DID NOT RENEW YOUR MEMBERSHIP - "DO SO NOW"

THIS IS YOUR LAST NEWSLETTER.

ALSO MAKE SURE TO FILL IN YOUR ROSTER FORM.

## NOTE

NEW AND OLD ADVERTISEMENTS WILL HOPEFULLY BE READY IN THE  
MARCH 1982 ISSUE AS IT TAKES TIME TO HAVE THEM MADE AND  
ENLARGED FOR THE NEWSLETTER.

## SHORT NOTICES

### THE CLUB HAS THE FOLLOWING ARTICLES FOR SALE:-----

Club Crests ..... \$13.00 each  
 1980 Spring Run Plaques ... \$1.15 each  
 1981 Spring Run Plaques ... \$1.25 each

### EXTRA COPIES OF RUST'N'PIECES .... ,85¢ each

They are .....

VOL. III ... No. 2  
                   No. 3  
                   No. 4  
                   No. 6  
                   No. 7  
                   No. 8  
                   No. 9  
                   No. 10  
                   No. 11  
                   No. 12

VOL. 4 ..... No. 1  
                   No. 2  
                   No. 3  
                   No. 5  
                   No. 6 & 7 (June/July)  
                   No. 8  
                   No. 9  
                   No. 10  
                   No. 11  
                   No. 12

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OUR NEXT MEETING WILL BE HELD ON FEB. 15, 1982,  
AT THE ROTHMANS CENTER, 1645 INKSTER BLVD., AT  
7:30 p.m.

FOLLOWING IS MARCH 15th, 1982, MEETING

### EDITOR'S NOTE

I would like to say "HI" to all the A.M.C.M. Members as this will be my second time around to become Editor of Rust'N'Pieces since 1978-79.

As most of you know, the size of the newsletter is increased to 11" x 8½" in size. This allows me to put in more materials and also save time to reduce them in smaller size. **K DON'T BELIEVE THIS**

We need a volunteer or appoint someone to write articles of our Club Functions such as the cycle show, club display in the shopping centers, club runs, etc. for the newsletter. This saves a lot of time for the Editor.

If there is anything you like to see in the newsletter, please let me know at our next meeting or write to our post office number.

I hope you enjoy this month's newsletter and I will see you at the next Meeting.

Siggi Klann - Editor



THE SERIES "B"  
THE VINCENT  
**HRD**  
Rapide

**A.J.S**

### CYCLE QUIZ

from Floyd Clymer in CYCLE, Dec.1953

#### HOW MUCH DO YOU KNOW ABOUT MOTORCYCLE HISTORY?

1. What famous automotive engineer was once a motorcyclist and designed early-day sidecars?
2. What President of a prominent automobile factory is a former motorcycle dealer and competition rider?
3. What motorcycling racing champion became a famous automobile racing driver?
4. What make of motorcycle was named after a colorful figure in history?
5. What motorcycle carried the famous name of a builder of four early makes of American Cars?
6. What 1913 U.S. motorcycle had the timing gears and a single chain drive on the left side?
7. What U.S. motorcycles had clutch controls on the handle bars as early as 1913?
8. In 1913 when the standard size of the U.S. single cylinder engine was 4 h.p. and displacement was 30.50 cu. in. what make of motorcycle came out with an "over-size" engine?
9. What 1913 motorcycle had a rear wheel suspended on coil springs?
10. What make of early day racing machines had dual valves?

ANSWERS: next Month's Newsletter

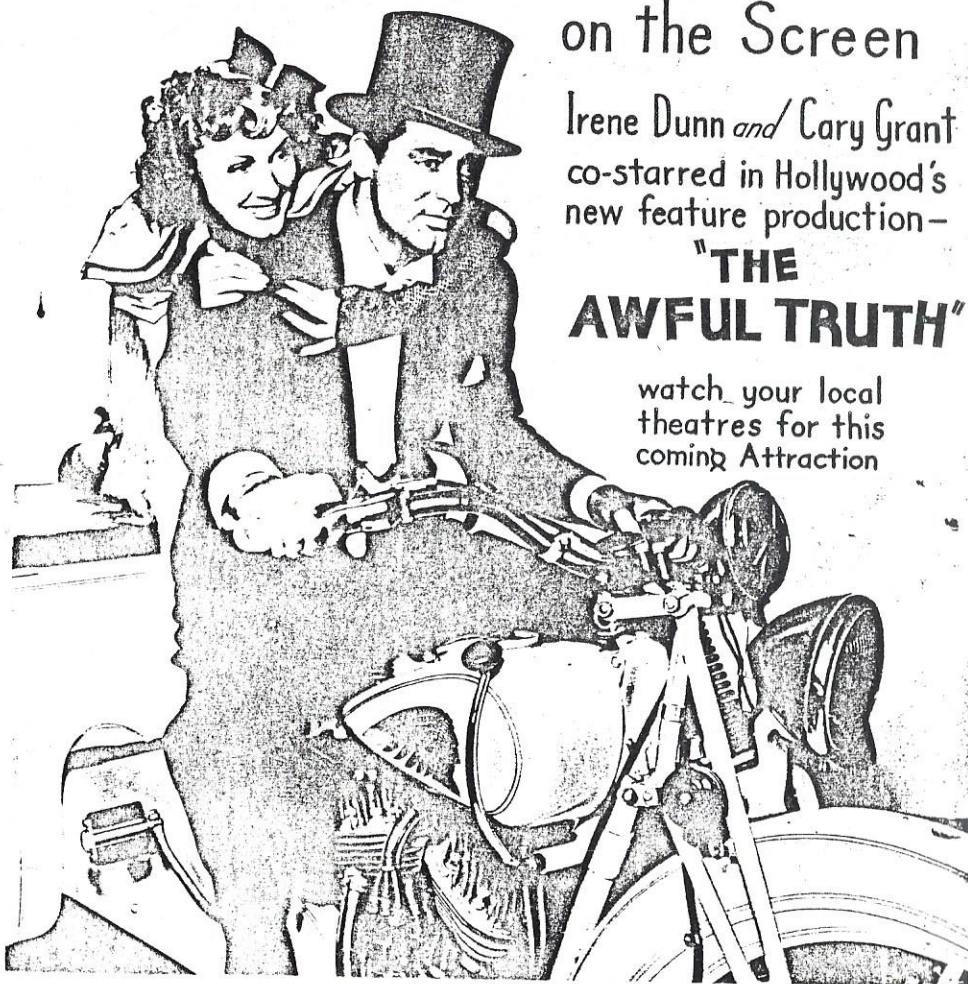
# Indian Stars!

on the Screen

Irene Dunn and Cary Grant  
co-starred in Hollywood's  
new feature production—

## "THE AWFUL TRUTH"

watch your local  
theatres for this  
coming Attraction



### "ROMBLINGS" FROM THE PRES.!

MIKE BARASCHUK

Coming to the Meetings regularly obviously was a condition for my being nominated for President. Not knowing this --- I continued to attend. I was very surprised when asked to fill this "gravy" job.

Our Past President has started a few things in his tenure that I hope we can follow up on --

1. Autopac
2. Club T-Shirts
3. Club Crest

I would like feed-back from Club Members, either pro or con; so the Executive can do the best job for you as members.

Lastly, the person responsible for misspelling my last name in the December 1981 issue should be taped to a Honda 350 forever.



SO WHAT IF HE DOES LOOK NICER — YOU KID TAKE 'IM EASY — IF IT HOLDS TOGETHER!



## CLUB MINUTES

RANDY MAUNDER

January 18th, 1982

The Meeting was opened by Mike Baraschuk. The Minutes of the last meeting were read and moved adopted as read by Bert Bentley and seconded by Jim Harrison. The Treasurer's Report was made by Keith Freeman. He reported the balance in the account is \$721.90. This does not include money from Ads in the Magazine or membership renewals received at this Meeting.

The Library Report was made by Jim Gold. He reported we have received Classic Bike, Atlantic Vintage Motorcycle Club Newsletter and the Vintage BMW Bulletin. He announced there was a Snoopy Figure for the draw,

The Editor's Report was made by Siggi. He said Dealers Ads would not appear in the first Newsletter because he had not received artwork. The March Issue should be complete. Siggi asked for someone to volunteer as a reporter for our Runs. It was decided someone should be appointed at the time of the run. Artwork for Ads was discussed and Ross said he would contact Dealers about providing Artwork. Jim Harrison, the past Editor, said the January Issue was at the printers and would be out soon.

The Publicity Manager, Ross, reported he had sold an additional page in the Newsletter - half to Gateway and half to Cycle City. Ross mentioned we would try and organize a Brewery Tour in the near future. Ross has contacted Unicity about a display as last year. He will contact them again in April about a five-day, ten motorcycles display at \$5.00 per Bike, per day. Park West Mall has contacted Ross about supplying three Motorcycles for their opening in March from the 22nd to the 26th at \$10.00 per day. Ed Pauch said he will find out about Insurance costs.

Activities - Siggi mentioned there will be a winter bash at his home on Feb. 27th at 8:00 p.m. Bring some food and your own liquid refreshments.

### OLD BUSINESS

T-Shirts were discussed and it was decided after some discussion that we should order two types of T-Shirts - one with large and one with a small Crest. These would be assorted sizes in gray with black cuffs. Incorporation of the Club was discussed. Tiny suggested we hire a lawyer to take care of it. After some discussion it was decided to give Brian Nazarko until the next meeting to complete the typing of the Constitution and decide them. Tiny would find out what the lawyer would cost by the next meeting. The letter received from Cycle Canada was read and discussed. We will have room for at least five motorcycles at the show. The only bikes assured at the moment are Jim Harrison's 1953 Ariel and Randy Maunders 1950 AJS. The Club has received a letter from the Viking Chapter. There was much discussion on possible meets and locations. It was decided to table the discussion until the next meeting due to time limitations. Tiny said we should consider putting an Ad in our Newsletter to show our appreciation of their support. A motion was made by Tiny, this was seconded by Ed Pauch and carried. The picture for Rothmans was discussed and it was decided to wait until the spring when we could take a picture for the purpose.

When the motorcycle reached the three concrete steps leading into the house it was still picking up speed. Then it stopped suddenly. I did not. I make a quick unorthodox get off - over the handle bars and through the screen door. Thank God it was summer and the heavy house door was open. My mother calmly looked down and said: "I thought for a minute there you were going to bring your machine in the house."

The second time I got off over the handle bars I was not in the backyard. That time the Yaller Dawg and I were traveling down a concrete highway at about fifty miles per hour. Some one before me had mounted a 20 x 3 1/2 inch casing around a 30 x 3 1/4 inch inner tube. When one of the wrinkles finally wore through all the air suddenly left my front tire. The flapping casing wedged itself firmly between the front wheel and the front fork. The front wheel abruptly stopped turning. The entire motorcycle decided to go end over end. In the process the rider, me, became a projectile sent over the handle bars in a rapidly accelerating parabolic trajectory. The take off and the flight were not too bad. Landing and deceleration were a different story. I made a perfect four point landing - left palm, right palm, left knee, right knee. Most of the deceleration was taken up by a grinding, skidding process. Shortly before I ran completely out of skin I changed from a skid to a roll. This saved some hide but it set up another series of problems. My legs and arms and head refused to accept commands. They insisted upon flapping around of their own accord. They kept flapping abruptly against the hard unyielding concrete. By the time I got stopped everything which wasn't peeled was bruised. I was lying there trying to start an anatomical inventory to see if any vital organs had been ground off when here come the Harley. It was sliding on its side. Sparks were flying everywhere. The engine was racing wide open and the rear wheel was spinning madly. That fire breathing, red hot bastard attacked me while I was lying wounded on the ground. In a matter of seconds everything

which wasn't skinned or bruised was burned. Some spots were bare, bumped, bruised and blistered.

I had asked earlier what happened if you had a flat on a motorcycle. The answer had been: "Don't worry about it. Your friends will fix the tire while you are healing up." The answer was correct. By the time I had enough new skin to bend my arms and legs the old Harley was fixed and ready for further taming.

The third forward flying dismount was the result of poor mechanical maintenance and an excess of youthful bravado and over confidence. In those days at times the young were prone to emulate their elders. I was no exception. I watched the big boys. What they did I tried. One of those big boys quite often did "fly overs" past the motorcycle shop standing erect on the seat and laughing like a drunken banshee. This appeared to be so much fun that I felt I had to try it.

The early Harleys had the coil mounted on top of the generator housing. The two screws which mounted the coil also served to ground it thus completing the electrical circuit. These two screws, like all Harley screws, had an odd number of threads per inch. When they worked loose and fell out, as they always did, dime store replacements would not fit. The standard operating procedure was to repair with bailing wire. When I went off to attempt in private the stand on the seat bit I rode a machine which had such normal repairs. I chose a smooth black top road for the experiment. I eased the old Yaller Dawg up to about sixty miles an hour. (You need speed to provide inertia). I placed my left foot on the gas tank, my right foot on the seat and slowly - slowly I released the handlebars and ever so gently I stood up. I was finally erect. I began, slowly - slowly to extend my arms - at that particular moment the bailing wire broke and the coil no longer was grounded. The engine stopped firing and I started forward over the handle bars in a beautiful swan dive. As I reached about a forty five degree angle the coil fell back against the generator and the engine gave a couple of mighty snorts.

The entire bike made a tremendous forward leap. I did not. Instead of going over the bars head first I went over feet first. Again the departures and the interim flight were not too traumatic. This time I did not do the rolling, flopping deceleration bit. I did make another four point landing - sitting absolutely upright I skidded and skidded and skidded - left heel, right heel, left cheek, right cheek. Asphalt roads cut off

tissue more slowly than does concrete. Your butt has more meat than your knees. I got smaller but deeper skinned places and the macadam rash was full of black tar and small gravel. Initially I had fewer bruises because I had limited the contact areas. Unfortunately, the old Harley still had a mind of its own. Again the damned thing chased me down and attacked me. This time the engine was dead so the rear wheel was not spinning and the machine could not circle and attack. This time it simply crawled on top. This time the road burned me and the bike did the bruising. The end result was still the same. Almost none of my anatomy was left untouched.

There was one additional point of aggravation with this particular lesson. This accident occurred in an era when one went to the doctor only after all else had failed. I can still remember very vividly lying face down on the bed while my mother dug the gravel out of my tissue and used liquid fire from the rubbing alcohol bottle to dissolve my road tar pigmentation. We both were surprised when she found a couple of pieces of odd shaped brass several millimeters down into the abraded area. We later remembered that my blue jeans had had rivet reinforcements on the rear pockets.

Ten years ago, at the age of forty nine I traded for another 1928 Harley Davidson J.D. For ten years I planned to restore it. Last week I received an offer which I simply couldn't resist. In a way I hated to see it go. I'm not sorry I bought it. I probably am glad I sold it. I might have tried to take turns with it again. Riding motorcycles is fun. Having motorcycles ride you is an entirely different matter. I hate to admit it but I probably am too old to do it again.



# Too Old For Harleys

(FROM OLD CARS WEEKLY-OCT. 15, 1987)

In the old days the Marines who had not been killed by the Japanese used to keep their blood circulating by going into

By Ed Robinson

bars, sneaking up behind Paratroopers pulling their pants legs out of their boots and asking "Don't they issue you guys any socks?" Today you can get

almost the same reaction by asking a Harley Davidson rider if he has ever tried a Japanese Bike. In the days when you rode either a Harley or an Indian, a few friendly arguments occurred. Occasionally a really old timer would defend a Merkle or a Henderson or an Ace but the arguments were gentlemanly discussions. Modern enthusiasts have forgotten how to differ on a friendly basis. Today you either ride what I ride or you are totally wrong. In 1970 the United States saw 5,339,358 motorcycles registered. No registration figures are available for the off road bikes but a conservative estimate would at least equal the number of road registered machines. Can you imagine ten million six hundred seventy eight thousand seven hundred and eight motorcyclists each convinced that the other ten million six hundred and seventy eight thousand seven hundred and seven have chosen the wrong machine?

In the old days if you chose to put 32 Ford wheels on your Model "A" or if you installed sealed beam headlights nobody hassled you too much. Today the "Chopper" crowd refuses to recognize the sissies on the "Full Dressers." The tour bike riders turn away when a dirty neck rider passes riding behind his extended front forks. Guzzi riders give the fine Italian Finger to Harleys. Harleys look down on Hondas. Yamahas and Suzukies quarrel with each other. B.M.W. riders communicate only with God.

In case you think I am complaining you are wrong. I enjoy this attitude. I can open my mouth and get disdain and

angry argument from almost anybody. It's easy to be on the other side of the motorcycle fence. I've tried to keep four cylinder Aces and Indians upright on left hand turns. I can work the suicide clutch and the left hand throttle of an Indian Chief or Scout. I've worked the supplemental oil pump on J.D. Harleys. I've owned and ridden 45's, 61's and 74's (Knuckles, Pans and Derbies.) I speak Italian — Ducatti, Benelli, Moto Guzzi. I learned to drink warm beer with lemon in it when I was in the Limey scene straddling Nortons, Triumphs, Enfields and getting my Bloody Sore A--- on Beezers. Even in my old age I still own an FLH Harley and a Knuckle Head Harley and a Honda and a Yamaha. I must confess I've never owned a Suzuki or a B.M.W. Except for those two brands, you name your favorite and I'll tell you what I don't like about it.

Forty years of riding and nearly half a hundred different motorcycles have not dimmed my memories of my first one. I was a virgin. It was not. I bought my first two wheeler, a 1928 J.D., 74 cubic inch, pocket valve, twin cylinder, Harley Davidson in 1939. I paid thirty five dollars for it. To this day I half love, half hate that beat up, banged up, oil leaking, bone rattling, skin eating, knee knocking, yellow painted old Harley.

The day I bought the Old Yaller Dawg she started teaching me lessons. I didn't know a thing about motorcycles except for the fact that I wanted one. I was seventeen years old. I had been twisting the handlebar grips on bicycles for several years and pretending that I had a V Twin between my knees.

I was thirty eight miles from home when the sale was completed. I pretended to have done a lot of previous riding on Indians and I asked the dealer to show me how to shift and to work the clutch. He smiled knowingly, started the bike, headed it toward my home and turned me loose. He neglected

to tell me that the clutch pedal had to be locked in the forward position before the kick starter would engage. About half way home I killed the engine. I was not at all concerned. I carefully placed the shift lever in neutral, locked the clutch pedal to the rearward disengaged position, checked the gas and spark, placed my right leg upon the kick starter, my left leg upon the foot board and threw my entire weight into one tremendous downward thrust. Without the clutch engaged there was absolutely no resistance. Two hundred pounds of me banged some very tender portions of me against a very thin very poorly padded seat. For the next several minutes I lost all interest in motorcycles. When it appears that ones sex life has been permanently stopped, even before it began, transportation takes a secondary place in the scale of concerns. After the nausea passed, my father who was following me in his car suggested that we could pull the motorcycle to start it. Only a brash seventeen year old would attempt such a maneuver on the first day that he owned a motorcycle. Only a stupid seventeen year old would attempt it with a ten foot rope. Only a lucky seventeen year old would be able to get the job done. I was all three.

My next lesson came when I arrived home, got off the motorcycle and went into the house. By that time I had ridden most of the afternoon. I had covered thirty eight miles. Hell, I was experienced. I wheeled into the back yard like I was coming off the beach portion of the old Daytona track. Unfortunately, the back yard was not as long as the beach at Daytona. I was still stabbing the ground on alternate sides of the thing when I began to run out of yard. I slammed on the rear brake. Luxuriant green grass, evening dew and a bald rear tire do not have a very high coefficient of friction.

"Western Biker" has contacted the Club to write an article on the Club for their magazine. Rick Emslie from H.D. Perf. Centre will get in touch with Ed Pauch about the article. Ed Pauch mentioned he had been in touch with J.A.D. Oils and parts who distribute Castrol, Repco ign and Smiths. The owner said discounts would be available to Members buying oil in case lots.

Ross and Siggie have arranged "Fifth Anniversary" Cake for the Club. A beautiful cake in the shape of our Club Crest was unveiled to celebrate the Club's 5th year of operation.

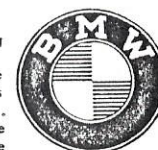
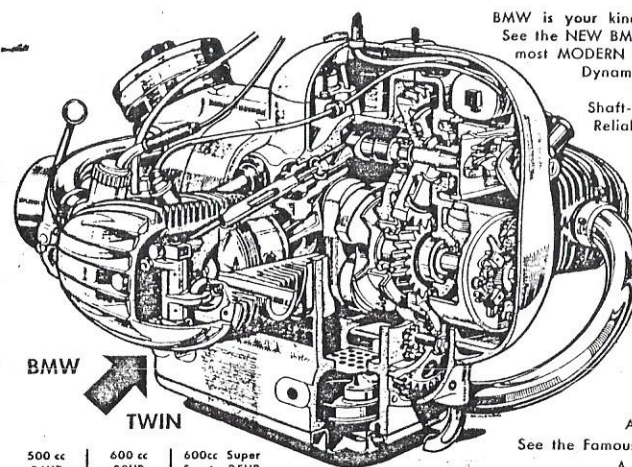
A motion to adjourn was made by Bob Hatton and seconded by Jim Simmonds.

The Cake was cut up and all Members enjoyed a piece of cake and friendly conversation after the meeting.

Randy Maunder

\* This should read "to show our appreciation for the support of Rothmans and Molsons Brewery,

## ....if you want class....



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**ALL BMW MODELS  
HAVE SHAFT DRIVE**

BMW R-50 500 cc and  
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All BMW Twins Have Magneto Ignition  
See the Famous BMW 3-25-3 Single 250 cc OHV  
A Beautiful Lightweight

500 cc 26HP | 600 cc 28HP | 600cc Super Sport, 35HP



## LIBRARY REPORT

JIM GOLD

January 18, 1982

CASH ON HAND as of Dec. 14, 1981 = \$106.75, which includes \$16.00 raised from the Library draw that night.

Many thanks to Ross Metcalfe for the kind donation of the Record and Cap as the prize for this month's draw.  
The Lucky Winner was

Any donations or suggestions for suitable prizes would be most welcome by your Librarian.

Work is in progress on securing the outstanding back issues of "Classic Bike" as well as confirming our order for a new one-year's subscription and a "Classic Bike" Binder which holds 2 years' supply of copies.

Your Librarian would welcome suggestions as to any new additions you would like to see in our Library or donations you would like to make of surplus motorcycle books for everyone's enjoyment. If there is a specific book listed in our Roster Form which you would like to borrow, give me a call and if it's available I will make sure you have it at the next meeting or you can call around and pick it up. This doesn't mean I won't continue to bring a wide assortment of books to each Meeting.

In conclusion please respect the fact that you might not be the only person wanting to read a particular book or magazine so please ensure that borrowed books are returned within a reasonable period of time.

## A COMMENT

It has been said that the only certain things in this world are death and taxes. Well let me add bureaucrats to that list.

So far, all attempts at getting accident vs income data from Autopac has been resisted. The information is confidential they say. Only released on order of the highest authorities they say. Wonder what would happen if this was not "Government by the People".

We will keep trying to get info. I hope someone has some avenues into Autopac.

Incidentally, I spoke to an Autopac Agent regarding motorcycle fees for 1982. I am told they are up 5% on the basic coverage over 1981 rates. By the time you read this, you should have your 1982 Renewal.

Having shot my mouth off last year, I now have to live up to my promises. As you recall, I said the Newsletter was not receiving enough attention and emphasis. I also offered to help the Editor.

Well, old Simon Legree Klann took me up on it. So, I am going to write a monthly article about a Member, or his Motorcycle, his stories or all three.

I will try to produce an article which will tell it as it was (or is) and try to get riders' impressions of Machines, conditions and even social attitudes toward motorcycles through the years.

Many people in the Club have fascinating stories to tell and many feel they can't put it down well on paper. Well, that excuse is no more. I can't do it well either, but most of you probably can't read anything but Easyrider, so take off, eh?

Now! I would like suggestions on who to attack, er..... interview, or any other topics anyone may suggest. Keep it clean! Phone me if you wish, do not throw rocks with messages at my house.

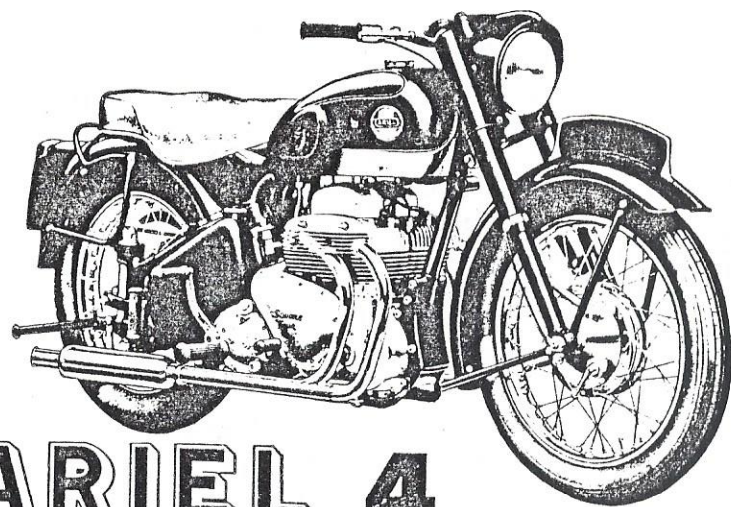
If anyone would like to write his own article or get help writing it, I'll even do that. Writing an article is not difficult. Even a dolt like me can do it. As you can see, I have used up all this space, insulted everyone, said nothing, accomplished less, and kept the Editor off my back for another month.

More next Month,

ED PAUCH

P.S. We need bikes for upcoming shows. How is your project coming? Will a little more work have it ready for the next Show? Help the Club out by making your Machine available. Help keep dues from rising. Help me buy beer -- Oops!

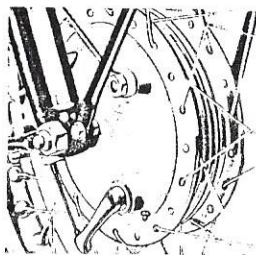




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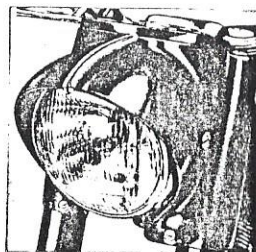


The new Ariel full width front hub with centrally positioned brake. Safe, sure, stops from any speed.

### 1956 FEATURES

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Specifications and prices between Eastern and Western models may vary. Consult your Dealer.



The new headlamp cowl — pleasing appearance with ultra modern styling.

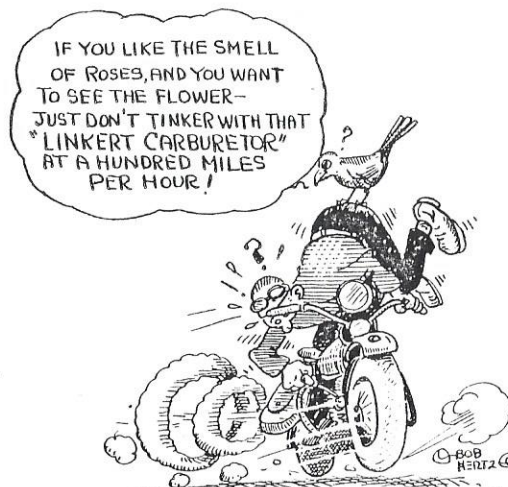
### NEW MEMBERS

HENRY BUNNIK from Portage la Prairie owns a 1975 Harley-Davidson 74 and 1968, 1966, 1971, 1965 Harley Sprint 250cc,

GEORGE SMITH also from Portage la Prairie owns a 1952 Harley-Davidson 74 restored and a 1942 Harley-Davidson 45 being restored.

JOHN PODRUCHNY also from Portage la Prairie owns a 1980 Harley-Davidson 1340cc original, 1970 Triumph 250cc being restored, and a 1968 Triumph 250cc - Parts Bike.

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