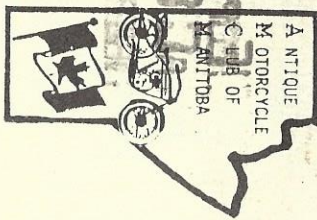


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~~Chimney~~, Hamletta
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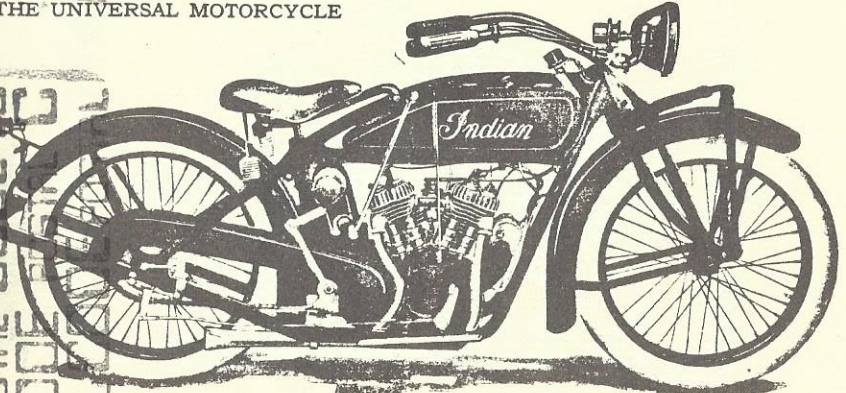
MARCH

1982

RUST 'N
PIECES



Indian Scout
THE UNIVERSAL MOTORCYCLE

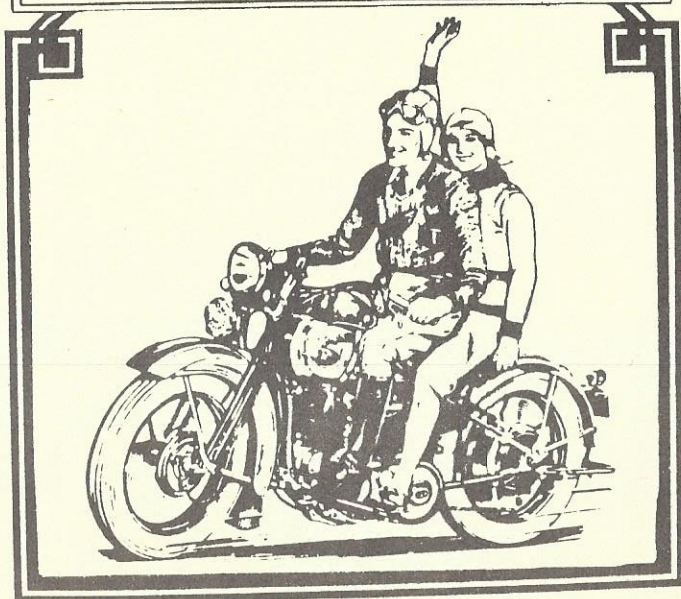


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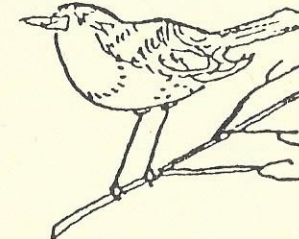
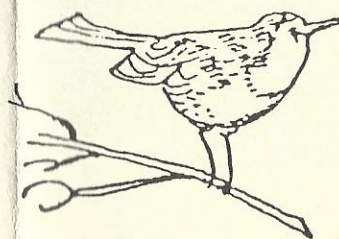
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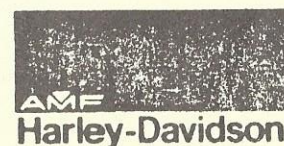
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WANTED:

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, '50s 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.

Ed Pauch
118 Sunnyside
Winnipeg, Manitoba
832-0255

WANTED:

- for 1970 BSA 650cc LIGHTNING
- Pillion Grabrail
 - Pair Sas Tank Centre Seam styling strips
 - Rubber mounting cups for speedometer & Tacho

Richard A. Moon
255-1056

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, Man., R3C 2X4.

A NON-PROFIT ORGANIZATION

Advertisements, editorial submissions and other correspondence should be sent to this address. We welcome art, photographs and manuscripts. Sufficient postage and self-addressed envelope will guarantee review and/or return of submissions. The staff of RUST'N'PIECES will make every effort to take care of unsolicited materials, but cannot be responsible for damage in the mails, nor do they assume any responsibility for return or safety of same.

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Librarian ----- Jim Gold
Activities Manager -- Ray Houde
Public Relations ---- Ross Metcalf
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 MANITOBA LTD. for their support and thoughtful consideration.

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TRADING POST

WANTED: -- "FOR MY BAR" -- Old Wall Telephone

WANTED: -- Manitoba Motorcycle License Plates.
Any condition. Before 1952.
Cash paid or trade!

WANTED: -- Manitoba Chauffeur Bedges,
-- Any Year!

WANTED: -- 1948, 1955 -- War Amp Key Tags, to
complete collection, and Gas Ration
Coupons.

FOR SALE: -- H.D. 45 -- "Ride Control"
-- H.D. 45 -- "Civilian Fender Bumper"
-- H.D. 45 -- Buddy Seat overload Springs
-- H.D. 45 -- Clutch Pedals
-- H.D. 45 -- Oil Bath Unit
-- H.D. 45 -- Brake Rod
-- H.D. 45 -- Head & Cylinder (suitable
for a Paperweight)
-- H.D. 74 -- 1930's - Chrome Headlight Ring.

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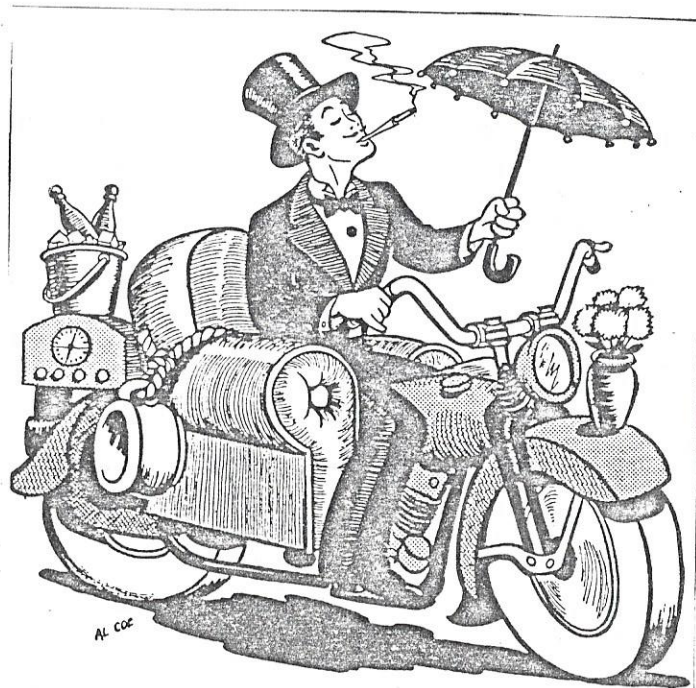
THE CANADIAN VINTAGE MOTORCYCLE GROUP

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

ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.

Sept. 11, 12, 1982 ----- Blackhawk East
(DAVENPORT MEAT)
Davenport, Iowa

June 5, 6, 1982 ----- LeMARS MEAT
LeMars, Iowa



EDITOR'S NOTE

I hate to say it, but our Newsletter has to remain to our regular size. The cost to print a larger newsletter (11" x 8½") would cost us 3½ times more than our regular cost, which we cannot afford this or we will be broke in a matter of time. There will be the same amount of pages, but only I need help from members for stories, technicals, reports what is happening, old motorcycle ads, and your ads for the trading post.

So I need a volunteer to do a write-up on the Cycle Canada Show held last month for our next up-coming newsletter. So do your part.

I hope everyone has enjoyed the annual party held at my residence and hopefully we have another one next year.

Enjoy the newsletter and I will try to keep it up as this is only a volunteer job. Good Day and I will see you all at the next Meeting.

Siggi Klann

Our next Meeting will be held on
MARCH 15, 1982, at the Rothman's
Center, 1645 Inkster Blvd., at
7:30 p.m.

Following Meeting, April 19, 1982

CLUB MINUTES

February 15/82

The Meeting was opened by Mike Baraschuk. The Minutes of the last meeting were read. There was one correction, this being the name of the Shopping Centre wanting the display in March, which has been amended to read Forest Park. The Minutes were moved adopted with this amendment by Jim Simmonds and seconded by Jim Harrison.

There was one guest present, this was Fred Jaeger with a 1952 BMW 250 single.

The Treasurer's Report was made by Keith Freeman. He reported the bank balance was \$824.12. The total cost of the Club Pins was \$204.75 including the \$45.00 die charge.

The Library Report was made by Jim Gold. He reported the Club has received some Indian literature from Siggi, Newsletters from the Canadian Vintage Motorcycle Group, Vintage BMW Bulletin, Vintage Vehicles of Canada, Atlantic Vitage Motorcycle Society.

The Editor's Report was made by Siggi. Siggi mentioned there has been a problem with the Newsletter costs with two times reproduction and as Lawson wants an increased cost and will report to Siggi. Siggi mentioned there was still an artwork problem from the Dealers. Ross said he would get in touch with them about it.

The Activities Chairman, Ray Houde, reported there will be films of the I.S.D.T. in Germany in 1956. He also asked Members to bring prizes which could be given out at Siggi's party for games.

Property Report. Brian Nazarko has made a large Plaque for the Club with the Club Crest. He mentioned he could use a parchment type list of

EVENT CALENDAR

ANTIQUe MOTORCYCLE CLUB OF MANITOBA

May 30, 1982 ----- Spring Run
(June 6/82 Rain Date)

Sept.18,1982 ----- Corn Roast Run
(Sept.25/82 Rain Date)

MANITOBA MOTORCYCLE CLUB INC.

The Manitoba Motorcycle Club Inc.
cordially
invites the
Executive and Membership
of

The Antique Motorcycle Club of Manitoba
to our
PreSeason Social
on

SATURDAY

MARCH 27, 1982

at

BOURKEVALE COMMUNITY CLUB

100 Ferry Road

Admission \$4.00 per Person

Admission by Advance Tickets Only

For Tickets Phone: BRIAN NAZARKO -- 247-7378

JOHN EVAN ----- 885-3297

SHORT NOTICES

The Club has the following Articles for sale:---

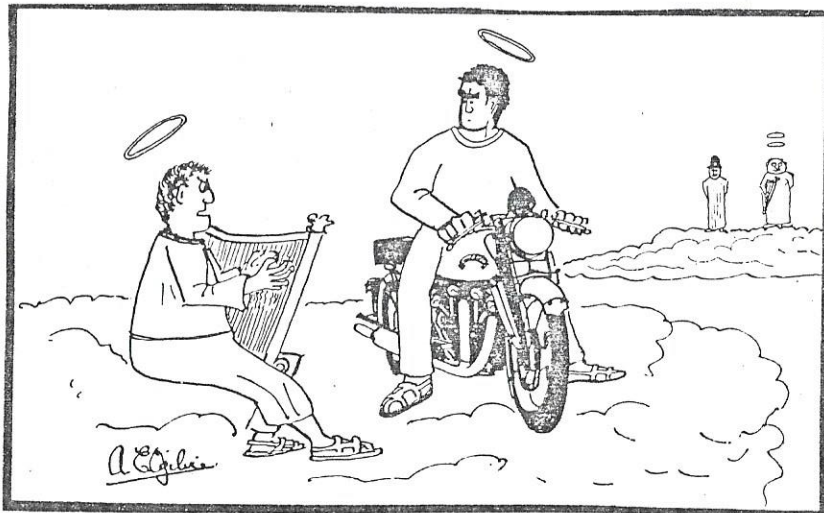
Club Crests ----- \$13.00 each

1980 Spring Run Plaques --- \$1.15 each

1981 Spring Run Plaques --- \$1.25 each

Extra Copies of Rust"N"Pieces --- .85¢ each

Our CLUB PINS are in now and they are \$3.00 each
and you may get them from our Treasurer,
Keith Freeman.



'It's all very well bringing it with you ... but where will you get your spares?'

founding members to make an additional plaque. There was a round of applause in appreciation of Brian's effort.

OLD BUSINESS

Brian Nazarko said the Constitution has been typed. He suggested we hold off incorporation until April 1st so we don't have to do a Financial Report for last year. Brian said, when started, incorporation should take only a few days. Ed Pauch said he would also look into a Corporate Seal. Ed has also arranged for \$25,000.00 liability insurance for the Cycle '82 Show.

The letter from the Viking Chapter was discussed and Randy mentioned he had been talking to Rick Wyatt and that for this year at any rate, we could invite each other to our Club Runs. It was mentioned that Club Members should try and think of names for our summer weekend runs. The Club has received a letter from the NAAACCC asking for a copy of our Roster to be included in a National Roster. Bert Bentley said we should renew as we have them to thank for duty exemptions and other work they have done for the hobby in general. Bert made a motion to renew our Membership, seconded by Ross, carried.

NEW BUSINESS

Brian Nazarko said the Club is cordially invited to the M.M.C. pre-season Social on March 27th. This will be at 100 Ferry Road, St. James. Tickets are \$4.00. A Motion was made to also present Molson's Brewery with a picture at the same time as we do one for Rothmans. This was seconded by Ray Ray Houde and carried. Trophies to participants in the Cycle '82 Show were discussed. After some discussion, a motion was made by Mike Baraschuk to eliminate these trophies. This was seconded by Jim Harrison and carried. The Cycle '82 costs were discussed and Barry Seib made a motion that

we should not participate in the next Show unless our costs were covered. This was seconded by Tiny and carried. Siggie mentioned the deadline for the Newsletter would be Sunday, Feb. 22, 1982.

A Motion to adjourn was made by Mike Baraschuk and seconded by Bert Bentley. Carried.



ARE YOU AN ACTIVE MEMBER

Are you an active member, the kind that would be missed?

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you stay at home and criticize and knock

Do you take an active part to help the work along?

Or are you satisfied to be the kind that just belong?

Do you ever go to visit a member who is sick?

Or leave the work to just a few and talk about a clique?

There's quite a program schedule I'm sure you've heard about -

And we'll appreciate it if you'll come and help us out.

Come to the meetings often and help with hand and heart -

Don't be just a member, but take an active part.

Think this over Members, you know right from wrong -

Are you an Active Member, or do you just belong?

ANOTHER CYCLE QUIZ

FROM Floyd Clymer in CYCLE,
October 1953

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

1. What American-made motorcycle engine had overhead valves with a gear driven overhead cam-shaft?
2. Where and when were the first Harley-Davidson "45" and VL Twins tested on a cross-country trip?
3. What Vice-President of an outstanding American aircraft factory once rode and raced on motorcycles?
4. What famous U.S. maker of firearms once manufactured motorcycles?
5. What one-time motorcyclist flew across the ocean and got his directions mixed up?
6. What motorcycle once had a spring-operated self starter?
7. What Wisconsin firm built an overhead valve "61" Twin with a spring frame that established many track records in 1913?
8. What make of American motorcycle had a "cushion" rear sprocket in 1918?
9. What caused the "automatic" intake valve used on early motorcycles to function?
10. What company (now a division of General Motors) once made brakes and hubs for motorcycles?

ANSWERS: Next Month's Newsletter

LIBRARY REPORT

Winner of January 18, 1982 Library Draw was our President - Mike Baraschuk. Amount collected at Draw -- \$20.50.

Thank to Ed Pauch for copies of "Castrol Book of Motorcycle Care", and information on the Dealer on Main Street selling Castrol Oils. Copies of the booklet will be given out at future library draws.

-- Sept./Oct. Issue of "Vintage Vehicles of Canada" was received.

-- Copies of Jan./Feb. 1982 "Vintage BMW Bulletin" was received.

-- Copies of Jan. 1982 "A.V.M.S." Newsletter was received.

Finally Nov./Dec. 1982 and Jan. 1982 Issues of "Classic Bike" have been received. Still missing July/August/September/October 1981.

I have written Distributor in Toronto to obtain back issues as well as to extend subscription. Will keep the Members of Club informed.

Jim Gold

NEW MEMBERS

FRED JAEGER -- from Winnipeg -- owns a
1952 BMW 250cc. Show condition.
A big A.M.C.M. WELCOME to our
New Member.



ANSWERS TO CYCLE QUIZ (LAST MONTH)

1. Charles "Boss" Kettering, a famous General Motors engineer who invented the electric starter, was once a motorcyclist and stock-holder in the Flexible Company at Loudonville, Ohio, who for years made sidecars and now manufactures the famous Flexible Bus.
2. George W. Mason, President of Nash Motors, who was once a track rider and Excelsior dealer in North Dakota.
3. The late Ralph Hepburn who lost his life in a car accident at Indianapolis.
4. The Pirate twin-cylinder motorcycle made in 1914 at Milwaukee, Wis.
5. The Pope. Colonel Pope manufactured the Pope-Hartford, Pope-Toledo, Pope-Waverly, and Pope-Tribune Cars.
6. The unorthodox 1913 Michaelson built in Minneapolis.
7. The Merkel and Michaelson had clutch levers similar to the present-day foreign bikes. The Excelsior clutch was operated by turning the left handlebar grip.
8. In 1913 the 5 H.P. Harley-Davidson single engine size was 35 cu. inches and the model was referred to as the 5-35, the 5 standing for the H.P. and the 35 was the cubic inch displacement.
9. The 5 H.P. Pope with overhead valves priced at \$215.
10. The Indian 4-valve single and the Indian 8-valve twin. Later on Harley-Davidson also produced special racing models with 4 valves per cylinder.

REMEMBER WHEN?

- ... The Henderson "4" had two-speed gears in the rear Hub -- it was in 1912
- ... Merkel reduced the price of its twin from \$300. to \$275. and its single was reduced to \$200 -- it was in 1911
- ... Shickel built a two-cycle single at Stamford, Conn.
- ... Ray Watkins and Ben Torres (now a California Highway Patrol Inspector at San Bernardino, Calif.) rode 346 miles in 7 hours on a dirt track. They rode a 61 inch twin H.D. and finished 17 miles ahead of their nearest competitor
- ... Gasoline tanks had a reserve compartment for extra gas -- it wouldn't be a bad idea today
- ... Carl Goudy won the 100 mile Open Event in 92 minutes on an "X" at the Columbus, Ohio one-mile dirt track -- Goudy's time broke the 100 mile dirt track record by 3 minutes
- ... Marvel Motorcycles, using Curtiss engines designed by early day aviator Glenn Curtiss, had oil and gas tanks built in as a part of the frame
- ... Before mechanical oilers were perfected, when all makes of motorcycles carried auxiliary hand pumps to be sure of sufficient oil supply to the engine
- ... Reading-Standard had a foot-controlled belt idler.....

More next month

A COMMENT

"Would you believe it! The bloody thieves want SEVENTY-FIVE DOLLARS for that NOS gas tank for my Brough Inferior X5-792 Super Invador! Why in 1932 it sold for only 10 Pounds, and the Pound was worth good money in those days! Guys like that are putting the prices of old bikes out of sight!" Sound familiar? I guess we are all guilty of such comment at one time or another.

No, I'm not in favour of exorbitant prices, but what is a reasonable price? In many cases, our idea of that is based on opinion, on our financial status, or any other fact, true or otherwise. I like a good deal as well as anyone (donations will always be cheerfully accepted), but let's try and consider value received.

At machine shop rates of \$30.00 per hour, what would it cost to have the Part duplicated? What are similar Parts for current machines selling at, even if you could find a Dealer who has Parts for your Honda Goldbrick?

Well that question got me thinking. At present, I am restoring a 1955 Ariel Square Four. If that was a Goldwing, would it be cheaper? I decided to find out.

Here is a list of Parts required for my Squariel, with the prices I have to pay for them. In some cases they are repro, in some cases NOS that some fool stored for 25 years, probably doubting his own sanity at various times. As well, where possible, are prices of equivalent Parts for a 1980 Honda Goldwing.

	<u>ARIEL</u>	<u>HONDA</u>
Front Wheel Rim	\$55.00	\$293.25
Headlite Rim	8.75	20.55
Fork Seals	5.00 ea.	7.20 ea.
Handle Bars	18.00	44.85
Tank Badges	13.00 ea.	13.25 ea.
Gas Tank	200.00	224.00
Side Stand Leg	20.00	30.00
Horn	40.00	29.60
Piston Rings	45.00(set)	23.30 X 4
Pistons	40.00 ea	32.55 ea.
Valve Guides	7.50 ea.	6.05 ea.
Crankcase		1262.25
Gasket Set	13.00	67.65 + 35.20
Output Bearing	20.00	10.10
Speedo Cable	12.00	6.45
Front Fender	35.00	84.40
Rear Fender	60.00	75.35 Rear Half
Exhaust Pipes	97.50	{
Mufflers	90.00	{ 292.20 X 2

Maybe we are not so badly off on Parts for Old Bikes.

A point to remember is that like it or not, the value of Old Bikes is going to go up. Try as we will, we cannot hold them down artificially.

So next time you are "robbed" consider what the material and labour cost of the item is at today's rates.

THE WORK BENCH

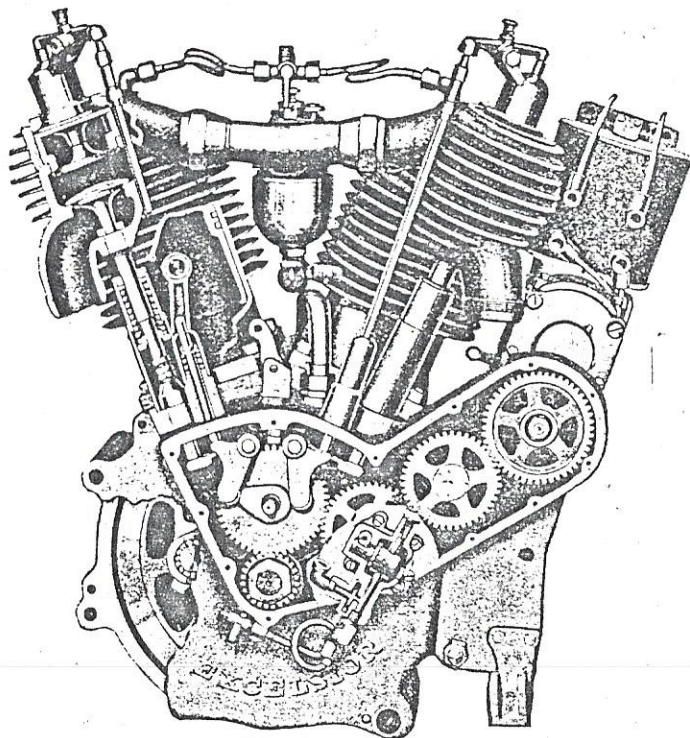
by "CLUTSY"

I HAVE FOUND OUT THE HARD WAY THAT THE BEST WAY TO START ANY JOB -- RESTORATION -- IS TO FOLLOW A FEW SIMPLE RULES:---

1. Start with a clean work bench and area
2. Lay out what Tools you have clean and in order
3. Clean the Bike and/or job before taking it apart
4. Most Important-- look the job over with your hands clasped firmly behind your back.
5. Before you take them from that position, make sure you have done your reading and know what you are going to attempt to do!
6. Think over your every move -- it is always harder the second time around
7. As you disassemble, you should have a large BOX -- preferably wood -- and some TINS -- Cigarette Tins are excellent. Put the Parts away in groups: i.e. clutch parts, carb parts, motor parts, in their own container.
8. Don't forget to put the tops on all tins, as small parts have a way of getting lost.
9. Do not use Pliers, Vice-grips or Crescent Wrenches to replace the proper wrench. These are good Tools, but should be used with discretion.
10. Do not let friends, however well intended, stand around and get their fingers in your Parts, and/or take something apart. They won't be around when you want to reassemble it.

That's all for now --- see you next Month.

"CLUTSY"



Cutaway section of the Excelsior Ultra Power motor



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This is not a blanket invitation for Vendors to hold the hobbyist to ransom, but some of the complaints I have heard are a little much. However, some asking prices have been as well.

We would do well to examine what our opinion of value is based on before we speak.

Now, does anyone know of a Brough Inferior Gas Tank for five or ten bucks???

In 1932 they sold for only

Ed Pauch



WELLS BENNETT ON GOODRICH TIRES

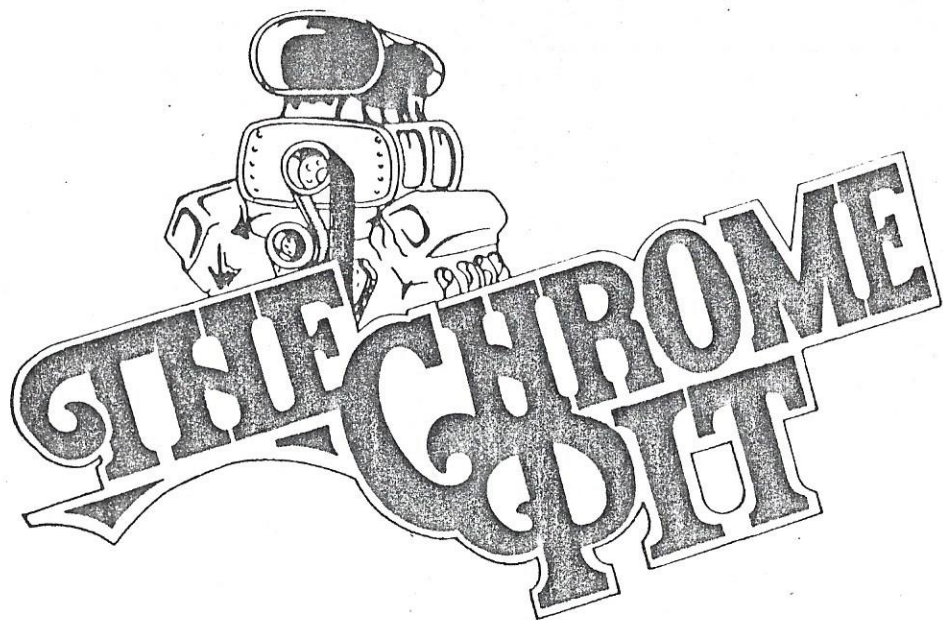
won the Los Angeles non-stop motorcycle run. An Excelsior was his mount.

—483 miles of grinding punishment for 21 hours without faltering.

—the terrific strain of a non-stop run demands reliability.

Wells Bennett found this reliability in Goodrich Tires.

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