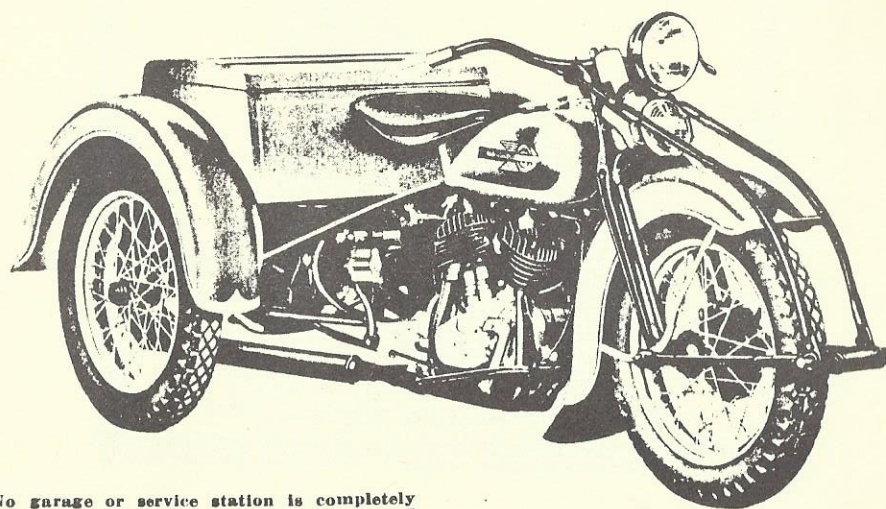


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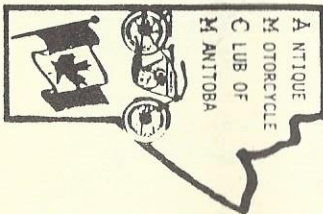
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No garage or service station is completely equipped without one of these new, improved 1936 Servi-Cars — a real business-getter.

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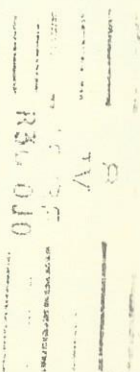
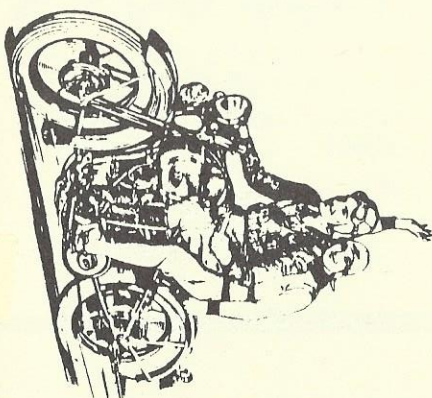


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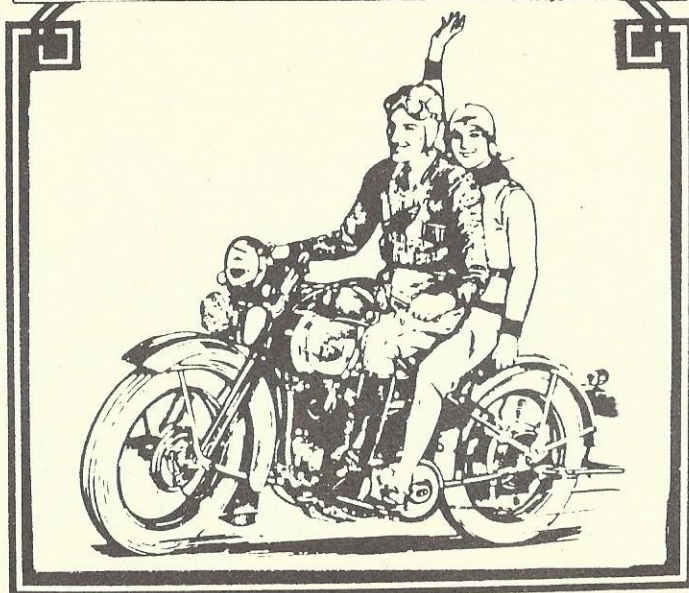
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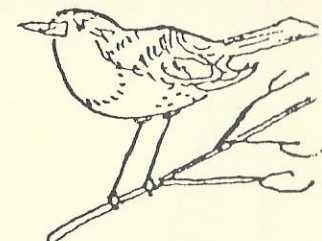
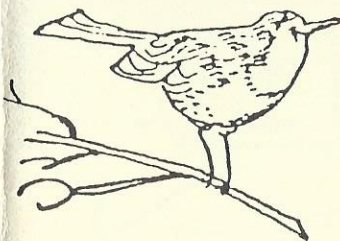


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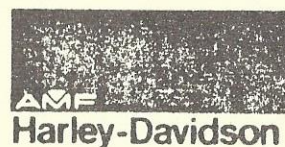
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EDITOR ----- SIGGI KLANN

Rust'N'Pieces is the official monthly publication
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(est. 1977), P.O. Box 1074, Winnipeg, Man., R3C 2X4.

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Advertisements, editorial submissions and other
correspondence should be sent to this address. We
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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.

CLUB PRESIDENT --- Mike Baraschuk (204)1-467-2474

Past President ----- Ed Pauch
Secretary ----- Randy Maunder
Treasurer ----- Keith Freeman
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
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FOR SALE

- 1966 Norton 750cc Motor.
Vertical a la Atlas type - excellent
running order. \$200.00
- 1969 Royal Enfield 750cc-
Interceptor "As New"
\$1,995.00
- 1967 Royal Enfield - semi-basket case -
with completely rebuilt motor with
approximately 1500 miles on it.
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miscellaneous new seals and hardware.
Needs tank and tachometer.-- but
otherwise pretty well complete.
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\$15.00
- Randy Maunder
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Ph. 837-1411

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90% Stock ----- \$800.00 or Best Offer.

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857-6626 (evenings)

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650cc Motor, complete
Bottom end, transmission, etc.
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Rubber mounting cups for speedometer and tacho

Richard A. Moon
Ph. 255-1056



EDITOR'S NOTE

SPRING IS HERE AND THE RIDING SEASON IS AROUND THE CORNER.

Time to get the old irons polished, tuned up and ready for full fun of activities.

Our Spring Run in May will be announced in our next month's Newsletter as to where to meet, time and location. There will be full activities for the whole family. Make sure you can make it.

We should thank our typist, Irene Robins, who spends her time and does all the typing for Rust'N Pieces. I hear she bought herself a new Typewriter. Also I like to thank Irvin Lowen for delivering and pickup up the Newsletter from the Printers, Lawson Graphics. For all the members helping me out, thank you very much and see you all next Meeting.

Siggi Klann

A.M.C.M. MEETING

Our next meeting will be held on
April 19th, 1982, at the Rothman's
Center, 1645 Inkster Blvd., at
7:30 p.m.

Following Meeting, May 17th, 1982

CLUB MINUTES

The Meeting of March 15th, 1982 was opened by Mike Baraschuk.

The Minutes of the last meeting were read and moved adopted as read by Brian Nazarko and seconded by Ed Pauch.

The Editors Report was made by Siggi. He reported the March Issue was in the printers. The delay was due to problems with Advertisers. The cost of printing this issue will be \$50.00 and Lawson Graphics will inform us what the next issue will cost.

As the Treasurer was not present, Siggi reported for Keith Freeman that the bank balance was \$961.93.

The Library Report was given by Jim Gold. He reported the Club has received the last four issues of Classic Bike and a Binder. The First Classic Ariel Scene and the First Classic BSA Scene were donated to the Club by Barry Seib.

Ray Houde reported the party at Siggi's went very well, and was enjoyed by all who attended. The Club gave Siggi a round of applause for his effort.

The Property Report was made by Bob Hatton who said the Club still had a few club T.Shirts for sale in small and one Medium boys.

The Publicity Manager, Ross Metcalfe, reported all has been arranged for the April 13 to 17th Show at Forest Park Mall. This will be for three (3) Machines at 5 days at \$10.00 per day. Ed Pauch said he will look into insurance. Ed Pauch also mentioned that Carl Bastedo of Cycle Canada said

THE EXECUTIVE AND MEMBERSHIP
OF

THE MANITOBA MOTORCYCLE CLUB INC.

cordially invites

THE EXECUTIVE AND MEMBERSHIP
OF

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

to an

OPEN HOUSE

SUNDAY, MAY 16, 1982

at

Manitoba Motorcycle Club Clubhouse

Forrester & Gascon

1 p.m. to 4 p.m.

In accordance with Club standing rules
non-alcoholic refreshments will be served

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COME!!! BRING YOUR BIK!

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THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

to our

71st ANNUAL SPRING RUN

SUNDAY MAY 2, 1982

Manitoba Motorcycle Club Clubhouse

Forrester and Gascon

Run Commences at 10 A.M.

Admission \$5.00 per person

Continental Breakfast

Lunch and Gypsy Tour

To Follow Completion of Run

with Merchandise Prizes and Trophies

INFORMATION

Clubhouse: 257-1627

Brian: 247-7378

that the Club will be given \$100.00 for the Cycle '82 Show to cover expenses.

OLD BUSINESS

Ron Houde came to the Meeting over our T.Shirt Order. After some discussion it was decided to go for a One-colour transfer on a Gray T.Shirt with Black Trim. These would cost the Club around \$7.00 each. The list of T. Shirts ordered was gone over - which came out to 62 Shirts. It was decided to order transfers to round the order out to 100. The 38 extra transfers could be applied at a later date according to demand. Mike Baraschuk has sent a letter to NAAACCC stating that we will forward a copy of our roster when it is ready. A letter has also been sent to Rick Wyatt of the Viking Chapter inviting their Members to our runs. Brian Nazarko mentioned the consitution has been typed for presentation for incorporation. The material was handed over to Ed Pauch to take care of.

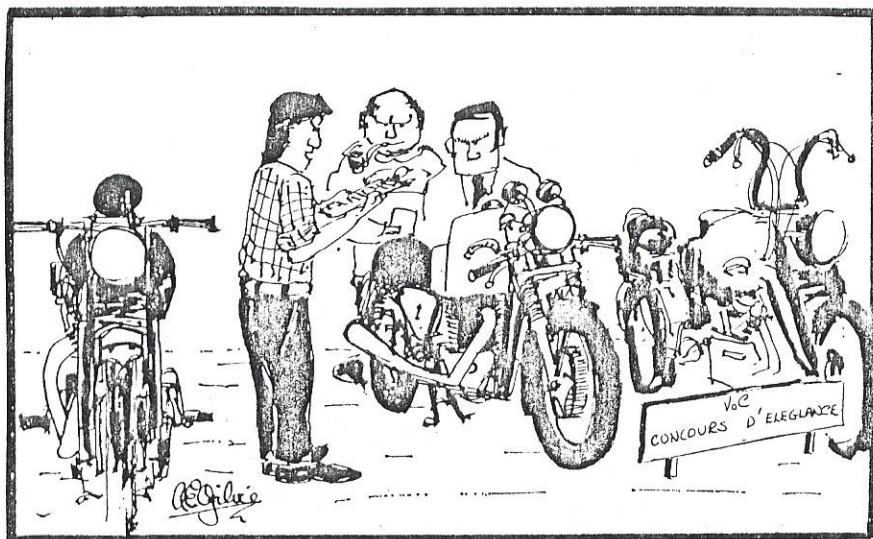
NEW BUSINESS

The Club has been coridally invited to the M.M.C. 71st Annual Spring Run on May 2nd, 1982, and also to an Open House on May 16th, 1982, and the Poker Run on June 16th, 1982. The Spring Run was mentioned and John Choquette was asked to get in touch with Tom Ellison about holding the Run to his home as in previous years. There was some discussion about a mid-summer run with possible locations of "Snug Harbour" or "Portage la Prairie". Tiny made the suggestion that anyone allowing the Club to hold a run at their property should be given a year's membership for their effort. Tiny made a motion to this effect which was seconded by Brian Nazarko and carried.

Ed Pauch mentioned that he attended an Abate Meeting where he was able to talk with an employee of the Motor Vehicle Branch. Ed queried him about smaller vintage plates for motorcycles. He mentioned that a letter requesting this should be sent to

P. Dygala, Registrar of Motor Vehicles. Ed Pauch read a letter to this effect which he has written and made a motion to ask Mike Baraschuk to send this off. This was seconded by Barry Seib and carried. Ed said he was talking to Dave Oates who said apparently 200 Vintage Motorcycle Plates were being made by the Motor Vehicle Branch already. Ed has been doing some research into Autopac and accident statistics and brought up many interesting points. He mentioned a letter has been sent to Autopac by the Ombudsman requesting revenue and payout information. Ed made a request for ideas for names for our Weekend Runs. Brian Nazarko said he has sent a letter to "The Educated Consumer" inviting them to one of our Meetings. Ed Pauch made a motion to adjourn which was seconded by Jim Harrison.

Randy Maunder



"It's listed as 'A Vincent' Special—apparently it has a pattern Vin. exhaust valve."

THE CANADIAN VINTAGE MOTORCYCLE GROUP

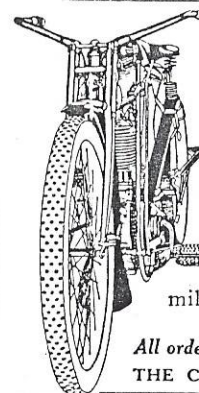
June 18, 19 and 20th, 1982 ----- Tenth Anniversary

C.V.M.G. Vintage Rally --
Molson's Park,
Barrie, Ontario

ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

Sept. 11, 12th, 1982 ----- Blackhawk East
(Davenport Meet)
Davenport, Iowa

June 5, 6th, 1982 ----- Le Mars Meet
Le Mars, Iowa



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EVENT CALENDAR

ANTIQUe MOTORCYCLE CLUB OF MANITOBA

April 13 to 17th, 1982 ---- Display of our Bikes at
the Forest Park Mall at
Grant and Laxdal.

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

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

Sunday, June 20th, 1982 --- The Viking Chapter of
the Antique Motorcycle Club of America has invited
any of the our Members to their Annual Picnic in
Minneapolis, Minnesota. There will be running
events and judging bikes for restoration and
originality. If any Members are interested, they
can arrange a Garage Tour conducted on Saturday,
the 19th.

For further information, any of our Members may
contact

Rick Wyatt
7515 Knollwood Drive
MOUNDS VIEW, Minnesota, 55432
U. S. A.

LIBRARY REPORT

Winner of the February 15th Library Draw
Cash Prize was Jim Harrison.

Amount collected for Library Fund -- \$14.00

Items received in the mail include the
following:---

- Newsletters from Indian Motorcycle Club of
America
- Atlantic Vintage Motorcycle Society
- Antique Motorcycle Club- Viking Chapter
- Canadian Vintage Motorcycle Group
- Vintage BMW Bulletin
- Copy of "Nostalgia Cycles" Magazine
- Several Copies of "Vintage Vehicles of Canada"

Jim Gold

CYCLE CANADA '82

Well another Cycle Show has come and gone. This one was, I think, a rousing success for the A.M.C.M.

First of all, many thanks to all those who got involved in the Show, supplied Machines, brought them down, who helped staff the display and cleaned up after the Show.

The Machines on display were as follows:--

1950 AJS 350 Single ----- Randy Maunder
1953 ARIEL 350 Single ---- Jim Harrison
1913 INDIAN Single ----- Ross Metcalfe
1966 BSA LIGHTNING ----- Ray Houde
1952 BMW 250 Single R25 - Fred Jaeger

All the Machines were well prepared and very clean.

The display covered an area 10' x 30', located against an outside wall.

To their great credit, Cycle Canada did an excellent job of organizing the Show, and provided the A.M.C.M. with free space, stanchions, curtains, carpet and spotlighting. They also presented the five Machines with participation plaques.

As well, Cycle Canada have indicated that the A.M.C.M. will receive a donation of \$100.00 to cover expense. Thank you very much, see you again next year.

SHORT NOTICES

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

Club Crests ----- \$13.00 each

Club Pins ----- \$3.00 each

1980 Spring Run Plaques ---- \$1.15 each

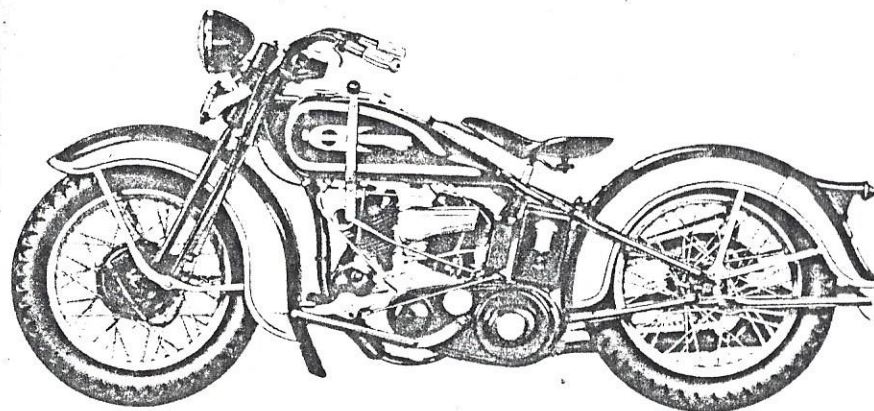
1981 Spring Run Plaques ---- \$1.25 each

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

IMPORTANT

Members who have ordered T.Shirts, please have your Money ready next Meeting as the T. Shirts will be in. The order of T. Shirts cost the Treasurer a large sum of money.

T. Shirts ----- \$7.50 each



The new 45 cu. in. Twin for 1936 embodies important new motor refinements and riding qualities.

45 Twin » Left Side

ANSWERS TO LAST MONTH'S CYCLE QUIZ

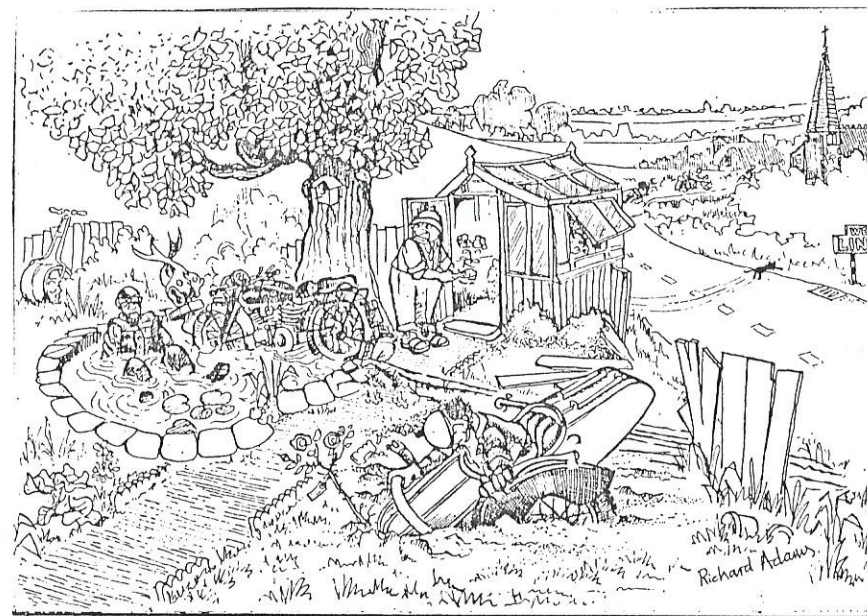
1. The Cyclone, built by Joerns of St. Paul, Minn. in 1914 and later years.
2. Milwaukee, Wis. to Denver, Colo. in 1929 by Bill, Walter, Gordon and Allen Davidson and Bill Harley, now officials of Hardley-Davidson Motor Company.
3. Carl Squier, now Vice-President of Lockheed Aircraft Corp.
4. Iver Johnson.
5. Douglas "Wrong-Way" Corrigan (N.Y. to Ireland) owned a 1924 J-D H.D.
6. The Merkel
7. The Jefferson (designed by Perry Mack) and built at Janesville, Wis. Dud Perkins once was a Jefferson star on dirt tracks.
8. The Excelsior rear sprocket had coil springs mounted between two side sprocket plates to eliminate chain jerk.
9. The down-stroke of the piston sucked the valve (with a light spring) open. No push rod or rocket arm was needed.
10. New Departure Division.

I spent Saturday at the display, and was very encouraged by the attendance, picture taking, and the number of people who seemed to have come to the Show to see the "Old Bikes". Many people were disappointed that their favourite was not there, and many said "I had one just like that one".

Unlike last year, a good number of leads on Bikes and parts were obtained, and will be followed up.

All in all, an excellent and enjoyable effort, and let's do even better next year.

ED PAUCH



"another ruddy Cadwell meeting"...

CLUTSY

OH THOSE DAMN TIRES

If there was ever a job I hated, to do with motorcycling, it was the mounting of new tires, or in the of a flat. However, I had more energy than money and so had to do them myself. I can remember one whole Saturday that I spent to fit two new tires to my Tiger 100. Cut hands, skinned knuckles and sweat -- no end of aggravation. As time went by however -- as in most things -- I got to be very good at this job. To brag a bit I don't think there is anyone in the City better at this aspect of the sport. There are a few simple rules that make this job easy -- if not pleasant and I will try to list them for you. If you follow them you will find it a piece of cake.

1. Remove the wheel from the bike.
2. If you can get an old garbage can or a box large enough to place the tire on top of -- that is to say, to support the rim and allow the axle to stay clear in the center. It should allow the tire to project over the edge to give easy access while you work on it.
3. Remove valve core and deflate tire completely. Check to see if tire retainers are used. If so back off the nuts and push these into the tire center. Press down on the tire to break the bead. Turn over and repeat on the opposite side until tire is well into the drop center of the rim.
4. Always start at the valve stem side of the wheel when removing the tire and always finish replacing at the valve stem.
5. Slide a tire iron (not a screw driver or anything of the sort) and lever the tire up and place your second iron approximately 4" to 6" to the right.

REMEMBER WHEN?

... George Mason, now president of Nash-Kelvinator, was an Excelsior dealer in Valley City, North Dakota, and also did some half mile track racing.

... The Flanders Motorcycle was manufactured in Pontiac, Michigan.

... The Dayton Twin manufactured by Huffman, Bicycle manufacturer of Dayton, Ohio, used a Spacke engine.

... Sears Roebuck sold motorcycles - and offered a 90-day free trial.

... Marsh Metz, makers of M.M. Motorcycles at Brockton, Mass., had as their slogan "King of Motorcycles".

... Glen H. Curtiss, the famous early day aviator and airplane builder, manufactured motorcycles bearing his own name and also made engines that were used in Marvel, Merkel built a complete unit called the Merkel Motor Wheel which replaced the rear wheel of an ordinary bicycle. Prices at \$85.00, the Merkel Motor Wheel was built by the makers of Indian Motorcycles at Springfield, Mass.

... Excelsior advertised that they had the only motorcycle with entire control in the handlebars -- it was in 1913.

... Peerless was a famous name in automobiles and there was a Peerless Motorcycle built in Boston, Mass. in 1915.

... The Bailey Flyer built in Chicago had a twin-cylinder opposed engine with shaft and gear drive.

... Wallace Oakes of Johnstown, Pa. built a steam motorcycle. The rider sat above the engine and the boiler was located between the engine and the front wheel -- must have been nice for riding in the winter time.

For Example:

Motorcycle registrations in Manitoba in 1980 were 16,678, passenger vehicles were 454,546

Motorcycles were involved in 1.2% of all accidents, passenger vehicles in 75.8%

Motorcycles represent 2.3% of all vehicles, passenger vehicles are 61.6%

Motorcycles 8 years to 16 years old were involved in 59 accidents in Manitoba in 1980, while 1 year old machines in 294 accidents.

Riders over 35 years of age were involved in 13 accidents. Riders between 20 to 24 years in 185 accidents (killed or injured)

As you can see, in 1980 motorcycles had less accidents than cars on a percentage basis. Motorcycles do not seem to be a particularly high risk group, especially with and experienced rider.

As well, these figures do not indicate who was at fault or caused the accident.

Figures on expense vs income have still not been made available by Autopac. Hopefully this will be made available reasonably soon.

I somehow doubt that the 15% jump in premium on my 1949 - 500 Twin can be justified.

AMONG other things!

Ed Pauch

Continue around until the complete tire is off the rim.

6. If you have not already done so, remove the nut that holds the valve stem and putting the wheel and tire on edge, reach in and pull the valve stem free of the hole. This will allow you to remove the tube completely. If the complete tire is to be removed, stand the assembly once more on edge and making sure the tire retainers, if used, are down and not trapping the bead, lever the tire off.

7. When replacing the tire, either new or used, place it again on your stand. Important with the sprocket side down.

8. Lubricate the tire bead liberally with either liquid detergent or hydraulic oil.

9. Starting at the side opposite the valve stem hole, press the first bead onto the rim, making sure tire retainers, if used, are retracted.

10. Press tire retainers to see that they are on the inside of the refitted tire.

11. Replace tube, starting at the valve stem.

12. Reinflate tube with no valve stem to get any twists or kinks out of the tube.

13. Deflate again completely and once more, starting at the side of the tire opposite the valve stem, press the tire back over the bead and into the drop center. As you do this, take care that the tire retainers are once more pressed into the center and until you have passed them. By pressing firmly on both sides of the tire and making sure it is well into the drop center, I have found that it is seldom necessary to use tire irons. However, when they are used it should only be for the last 6" to 8" of tire adjacent to the valve stem.

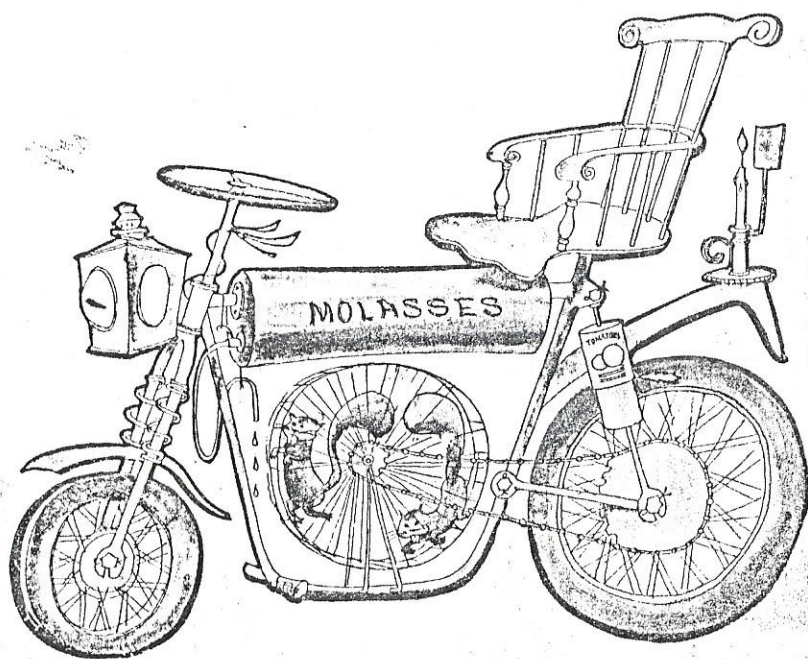
14. Reinflate again without valve stem and check to make sure the bead comes out evenly around the complete rim. If so, reinstall valve core and inflate to the desired pressure, once more checking to see that the bead is out evenly.

Tire Retainers are excellent but should be given the attention they deserve.

Many times I have seen them trapped under the bead and not allowing the tire to mount correctly.

HAVE FUN WITH YOUR SKINNED KNUCKLES.

CIUTSY



ABATE and AUTOPAC

Late in February I was a guest at an ABATE Executive Meeting. Another guest at that meeting was Mr Gary Lang of the Motor Vehicle Branch, Province of Manitoba.

Mr. Lang's part of Vehicle Inspections Group, a motorcyclist and, as he indicated, he is on our side.

The ABATE executive discussed their objectives and programs with him and hopefully they can work with the M.V.B. on some of these excellent programs.

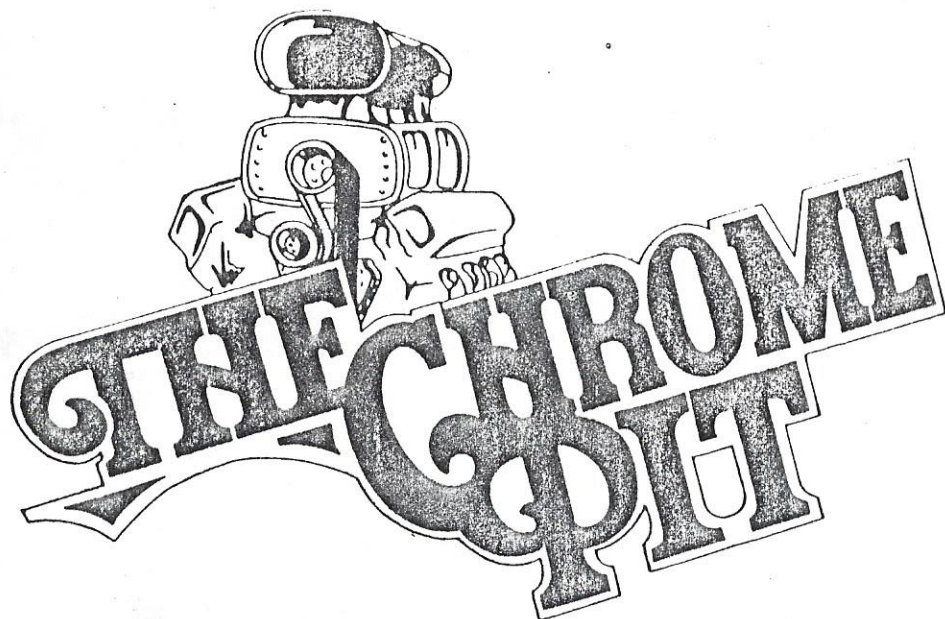
The programs cover the very important facets of survival; rider training, testing, and safety awareness. We should support ABATE as much as possible, and one good way is to join and get a friend to join also.

I was most impressed by the sincerity and well thought out programs of ABATE. In resisting poor legislation, ABATE is your best ally and friend.

Indications are that the mandatory helmet law will once again be proposed this year. Let's introduce sensible testing and training programs instead.

We were also told to contact the M.V.B. regarding Vintage Plates using the 8" x 5" size. I hope the A.M.C.M. will proceed with this immediately.

On March 2nd I received a copy of the Motor Vehicle Branch 1979-1980 statistical report. The figures in that report are rather interesting.



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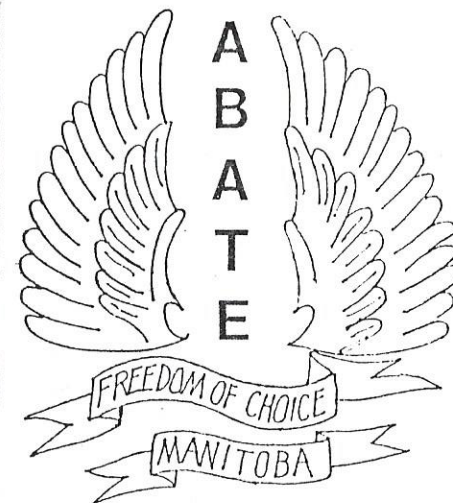
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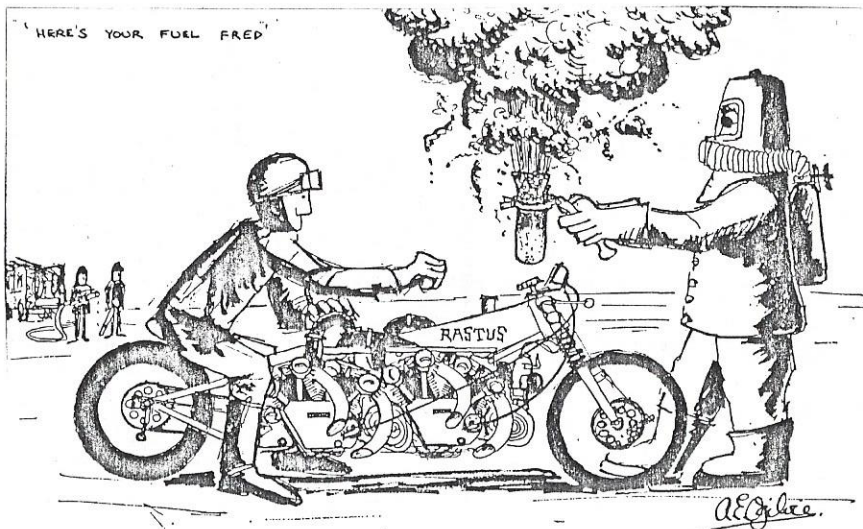
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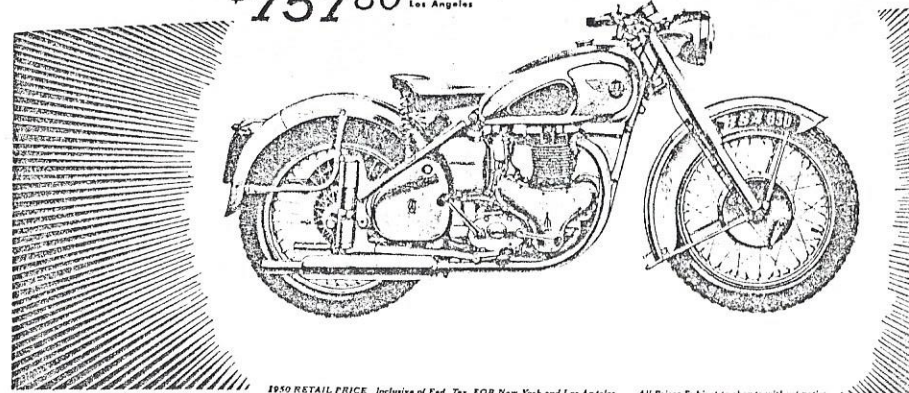
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