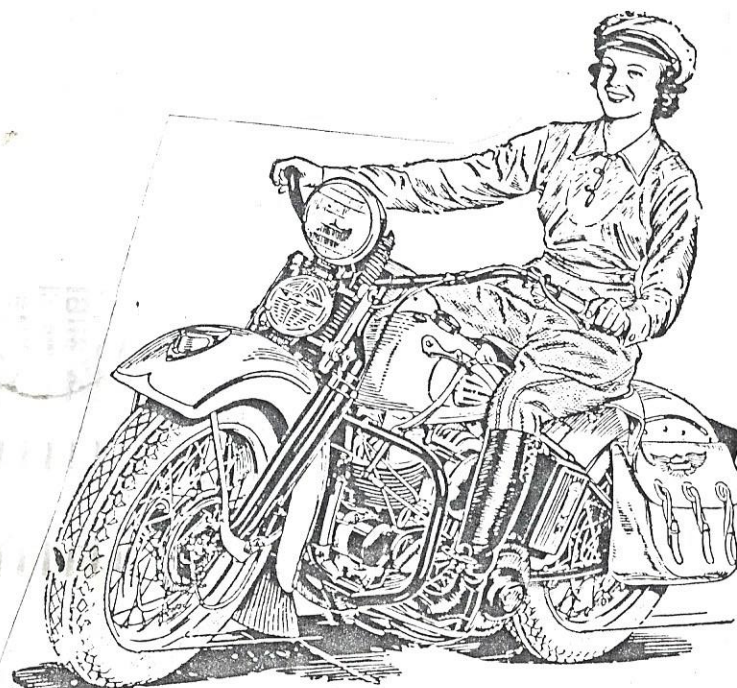


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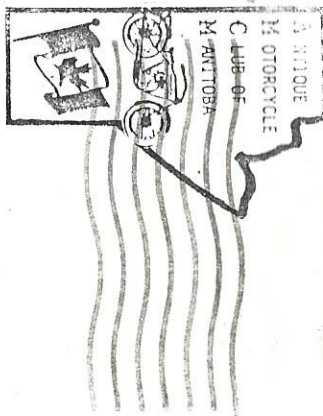
JULY

# RUST 'N PIECES



NO. 7

VOL. 5



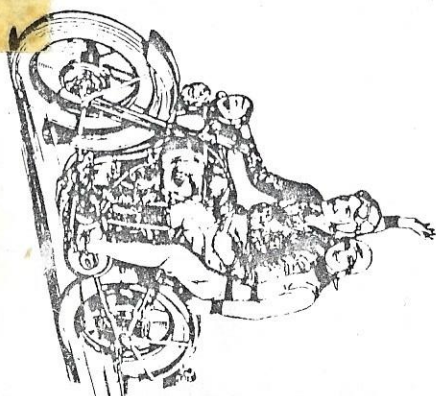
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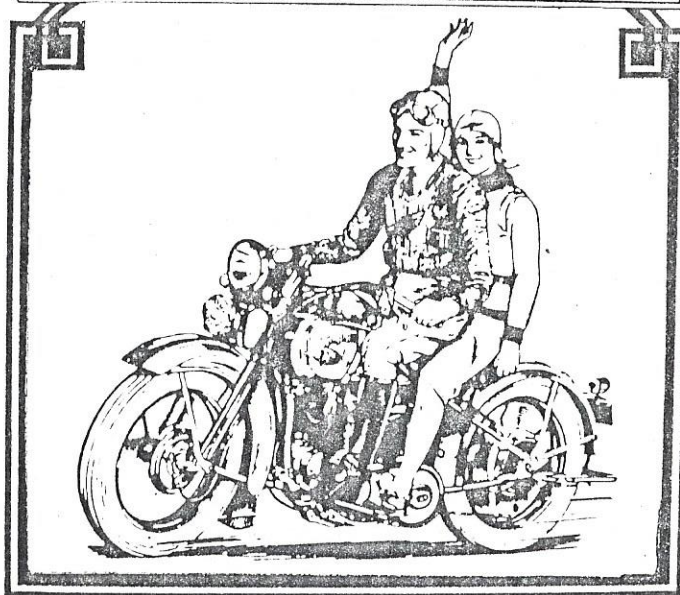
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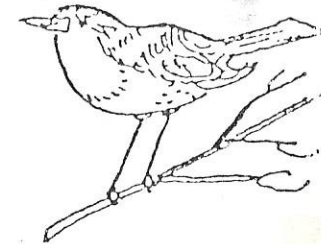
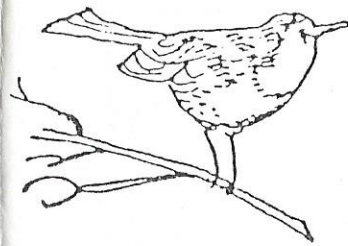


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Partially dismantled. Any reasonable offer or trade for Triumph Parts/incomplete bikes.

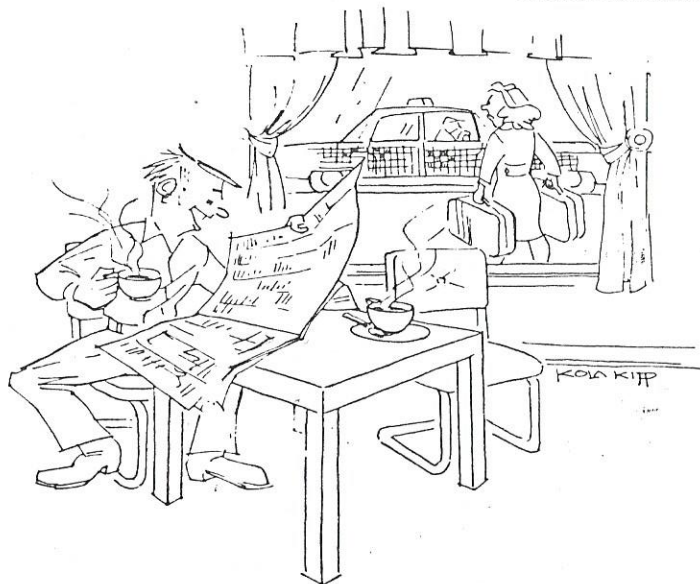
### WANTED:

Triumph Tiger Cubs or Parts ----- any year

Triumph 500 or 650 basket cases -- Late 1960's, early 1970's.

Jim Gold  
38 Barbara Crescent  
Winnipeg, Manitoba  
R3R 2Y3

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"AND HERE'S A 1927 FOUR CYLINDER HENDERSON FOR \$8000."

EDITOR ----- SIGGI KLANN

Rust'N'Pieces is the official monthly publication of THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC. (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 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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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

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### ANTIQUe MOTORCYCLE CLUB OF MANITOBA INC. (Cont'd.)

Sept. 18th, 1982 ----- Corn Roast Run  
(Sept.25/82 - rain date)

### ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

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

### TRADING POST

#### WANTED:

ROYAL ENFIELD GAS TANK.  
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#### WANTED:

1937-46 HARLEY Speedometer - working or rebuildable.  
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#### WANTED:

- Triumph nucelle headlight assy. any condition('56)
- Triumph ignition & light combo switch to fit  
Triumph TRW
- Rear Fender to fit 1950 Triumph Speed Twin
- 19" Front Wheel for 1956 Triumph TRW

Rollie, 9 Harmony Cove - 257-4179

cars and other interesting items. Then head for home. Thank you Omaha Region and the Le Mars people for another grand meet. 'Til next year.

Bert Bentley

### JOHN HARLEY JR.

JOHN HARLEY JR., 35, grandson of the co-founder of the Harley-Davidson Motor Co., has found there's no security in a name or family connection. Sales have dropped off, so he's been laid off by the Company's Milwaukee, Wisconsin, plant. He says: "I thought they might keep me around because of who I was, but recession knows no prejudices, I guess."

Free Press, 8 June 1982

### SHORT NOTICES

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

Club Crests ----- \$13.00 each  
Club Pins ----- 3.00 each  
Club T-Shirts ----- 7.50 each

1980 Spring Run Plaques ----- 1.15 each

1981 Spring Run Plaques ----- 1.25 each

Extra Copies of Rust'N Pieces - NOW .50¢ Each

### EVENT CALENDAR

#### ANTIQUe MOTORCYCLE CLUB OF MANITOBA INC.

Fort Lareine Run ----- July 25th (Rain date Aug.8)

Donut Run ----- ,Meet at Tim Horton's Donuts  
1146 Portage Avenue  
at 10:00 a.m. and leave at  
11:00 a.m.

Starting on -- July 18; Aug.1,8,15th



### EDITOR'S NOTE

On May 27th, 1982, I attended an Antique Flea Market held inside the Polo Park Shopping Centre. There were many vendors from across Canada. Browsing throughout the vendors, I came across a few collectable motorcycle toys, tin and cast iron types. There was also a bunch of original parts books, overhaul manuals for Harleys, Indians, Royal Enfields and a catalogue for a Whizzer motorcycle. I notified a few Club Members about the find which they were grateful of getting some of the items. It certainly pays to attend some of the Antique Flea Markets and you never know what you can find. Next month more on collecting motorcycle paraphernalia and see you at the next meeting.

Siggi Klann

Our Next Meeting will be held on  
July 19, 1982, at the Rothman's  
Centre, 1645 Inkster Blvd. at  
7:30 p.m.

\*\*\*\*\*

Following Meeting -- Aug.16,1982

## JUNE CLUB MINUTES

The Meeting was opened by Mike Baraschuk. The Minutes were read by Ed Pauch, sitting in for the Secretary. Moved by Bert Bently seconded by Siggi Klann, the minutes were adopted as read.

Mike made a final call for pick-up of ordered T-Shirts. All unclaimed shirts are now available for sale at large.

Two guests were present:---

Tom Duch ---- '42 Harley 45

Lou Gaudry -- '75 Honda

Treasurer's Report -- Keith Freeman reported a bank balance of \$587.85. A cheque for \$150.00 has been received from Cycle Canada. Last month's newsletter cost \$85.83. Randy Maunder is to discuss this increase with the printer.

Tiny suggested that the secretary send a "thank you" note to Cycle Canada, and at the same time confirm space at the 1983 Dealers' Show for an A.M.C.M. display.

Library Report -- Jim Gold reported that Classic Bike and two club newsletters have been received.

Brian Nazarko donated two Harley Davidson Plaques for the draw.

Editor's Report -- Siggi indicated one delinquent advertiser had paid up, others are expected by month end. Siggi also indicated back issues of the newsletters would be cleared at 50¢ per copy. Plaques for the spring meet will be available at the next meeting. The cost will be \$1.65 each, plus \$25.00 for art work, paid by the Club.

Activities Report -- Ray reported films of the spring meet are available for future meetings.

Judging of the bikes took place during the afternoon and, for his sins, Bert Bentley was delegated as one of the Judges. Only two classes were judged. Best Restored - with four prizes and the same number of prizes for Best Unrestored. There was also ballots for the People's Choice.

The winners were as follows:---

### People's Choice ---

1919 Excelsior and Sidecar -- Rich Schult, Le Mars, Iowa.

### Restored ---

1. 1916 Cleveland single -- Jerry Ottaway, Wichita, Kan.
2. 1929 Harley Hill Climber,  
45" class "C" ----- Connie Schlemmer, Council Bluffs, Iowa.
3. 1949 Indian Arrow --- Ernie Ramsden, Clare, Iowa.
4. 1942 Indian Four ---- Bill Phillips, Council Bluffs, Iowa

### Unrestored ---

1. 1903 Indian --- Cleon Grabo, Marion, S.D.
2. 1937 Sachs ---- Bill Phillips, Council Bluffs, Iowa
3. 1912 Indian Race (Single) - Bud Cox, Wichita, Kan.
4. 1939 Harley '61 - Louis Bartley, Illinois City, Ill.

In addition to the above prizes there was a prize for the member who had owned his bike for the longest time. This was won by Connie Schlemmer of Council Bluffs, Iowa, who has owned his 1929 Harley Hill Climber for a total of 44 years.

During all of the above activity a whole pig had been roasting in a huge oven. To say that it was delicious would be an understatement. Also you could have seconds, thirds and fourths if you could handle it.

The evening of Saturday was spent at Rich Schultz home viewing his collection of bikes --- 1912-1913 Hendersons, Harley WLA like new, Two Harley Flat Head 74s, Harley Otter, and others.

Sunday morning was damp but we visited a fascinating private musium in Le Mars. What a collection of old



Tom Ellison completely disrupted the people's choice voting by bringing out the antiquer's dream - a genuine whatyot?

"Look at tank and kneepads - must be pretty old - Hey, a Villiers engine - Yes but it don't look right - By gosh the frame has been cut and welded - Hey it's an Ariel frame - What's the serial number - Hey Randy, another 1932 Ariel!"

And as the sun sank slowly on the horizon, people drifted homeward, and thus another Spring Meet passed into pleasant memory.

See you at the Fall Meet -- Hope you win People's Choice!

Ed Pauch

Omaha Region, Antique Motorcycle Club,  
of America. Le Mars, Iowa, Meet

June 5-6, 1982

The Le Mars meet is held in the County Fair Grounds with really excellent facilities for bike storage, riding, camping, etc.

The Manitoba contingent this year consisted of Bert and Alma Bentley, Siggi Klann, and Irv Lowen, who were greeted by our old friends June and Connie Schlemmer, Dorthy and Rich Schults, Rose and Paul Jensen and many others. None of us had bikes this year.

The assembly started on the Friday evening and by Saturday morning the vendors stalls were open for business with a good display of ole bike goodies.

The day was dull but warm and the air was soon filled with the sounds we all love to hear. Old bikes humming, roaring, putting, snarling and crackling. We had rides on a 1916 Smith Motor Wheels, 1919 Excelsior and Sidecar, 1916 Cleveland single and Indian Scouts. About thirty beautiful old bikes were on display during the day.

Publicity Report -- Ross indicated \$150.00 is coming from Forest Park Mall.

Ross further indicated that in future newsletter advertisers would be contacted by October for the following year. Payment and art work received by December 31st, would be included, with late Ads not accepted.

Ross will also contact M.P.I.C. regarding Antique Motorcycle appraisal to be done by A.M.C.M. Inc. Fee would be \$25.00 per appraisal, no charge to members of A.M.C.M.

Ed Pauch and Randy will do post war bikes, Bert Bentley will do pre-war machines.

Moved by Ross, seconded by Bert Bentley that the executive acquire necessary price guides and make necessary arrangements with M.P.I.C. -- Carried.

Unicity is jelling up for a one week display in early Fall.

Other Business

Arrangements for the mid-summer meet were discussed. Details will be published in the newsletter. Date is July 25th, 1982: Rain Date August 8th, 1982.

Randy will be asked to procure five (5) cases of Sponsor's product.

Jim Simmons asked for a policy on rain dates. Executive will decide in future, members to call someone on executive for information if in doubt.

Fletcher Reid has photos being processed which may be suitable as a momento to Rothman's for use of the Club Room.

Bert Bentley reported on his trip to Lemar; he highly recommended the meet.

Gus Lipps reported on the Barrie meet. Rain washed out much of the swap meet on Saturday.

Moved by Ross, seconded by Keith, the meeting adjourned.

Ed Pauch

### LIBRARY REPORT

Winner of May 17th Library Draw was Jim Harrison.

Many thanks to Mike Baraschuk and Matthon Motors. (Volvo Dealership) for the kind donation of 4 litres of Oil to be used as prize in the Library Draw tonight.

Amount collected at the meeting was \$15.50.

Bob Hatton donated an 8mm Film of our 1980 spring Run to the club library. This will be shown at a later meeting subject to the availability of a suitable projector.

Also the following newsletters have been added to the library:---

April & May issues of Indian M.C. Club of America.

April issue - Antique M.C. Club - Viking Chapter.

May issue "The Retarded Spark" of Omaha Chapter -

Antique M.C. Club of America.

May/June issue of Vintage BMW Bulletin.

May issue of Atlantic Vintage M.C. Society(A.V.M.S.)

### NEW MEMBERS

Tom Duch ----- from Winnipeg, Manitoba  
Owns a 1942 Harley, two cylinder,  
750cc ----- Restored

Larry Lapointe -- from Winnipeg, Manitoba. Owns a  
1978 Harley, two cylinder, 1340cc --  
-- Stock.

A BIG A.M.C.M. INC. WELCOME TO OUR NEW MEMBERS.

### SPRING MEET - 1982

It was a dark and stormy night..... not quite, but the day dawned cloudy and cool, not at all promising.

The showery cold weather turned to rain at noon and when we arrived at Rothman's, the feared light turnout was confirmed. From then on it was uphill all the way, no more rain, some sunshine later on, and a surprising number of stalwart members and guests.

It must be admitted that Molson's product and the bonfire did much to salvage the day. Thank you to our sponsor! and also to the Ellisons.

Games on the wet grass (using motorcycles) added much fun. Winners were:---

Spear the Can ----- Granny and Irene

Potato Grab ----- Spot and Ray

Slolam ----- Ray "Snake" Houde

Egg Toss - Flight One - Feith Freeman and Wife

Flight Two - Andrea and Kristen Pauch

Slow Race ----- Ray "Tricycle" Houde

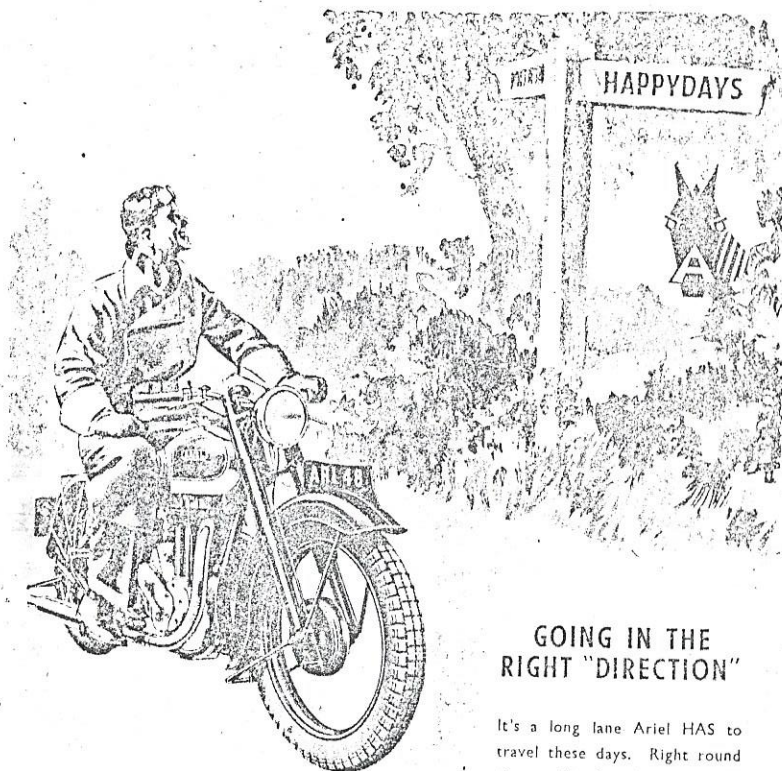
Oldest bike was Jim Harrison's 1946 Ariel 500 Red Hunter, first time to a spring run, without a breakdown yet!

People's choice went to Randy Maunder's 1950 AJS 16M with Spot's Dneiper Sidehack pulling a second place. (Randy cheated, he wiped his bike off).

In spite of the weather, the members and guests thoroughly enjoyed themselves. The barbeque was delicious, thanks to Pat Choquette, Ross Metcalf, and the cuisine-art of chefs Tom Ellison and Tom Kayser. (TT Race Team??)

The egg toss was a yolk and my footpeg was slightly bent when the grass lept up at it. In spite of the wet grass, no damage to riders or machines was reported.





### GOING IN THE RIGHT "DIRECTION"

It's a long lane Ariel HAS to travel these days. Right round the world in fact, bringing profit and prestige to British Industry and Initiative. Still, it is nice to reflect that the Journey's End will assure, and welcome home again, those Happy Days when any Ariel Model will be yours for the asking.

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### FORT LAREINE RUN

This is a picnic run held in Portage la Prairie to Henry Bunnick 's Parent's farm (1-1/4 hour drive).

Date ----- July 25th, 1982 (Rain Date Aug.8th)

Time ----- 11:30 a.m.

Where to Meet -- We meet at the Headingly Husky Service Station on the right-hant side on the Trans Canada Highway before Headingly. There is a Coffee Shop inside.

What to Bring -- Bring your old bike, car or what ever you drive, yourself and the family, a big picnic basket and refreshments.

NOTE ----- If you come later, stay at the Fort in Portage la Prairie and someone will check once in awhile.

ANY QUESTIONS????? -- SEE US AT THE NEXT MEETING.

### A COMMENT

Here I am at home, on a beutiful June afternoon, with a lousy summer cold. I feel like Transit Tom has used me for a traction mat, and I can't breathe. What better time to write an article for the newsletter.

Speaking of the newsletter, our current Editor has served a strong rumor that he will not continue next year. Yes, I know its early and it's my job to get replacements of cannon fodder, but the Editor is a very critical person to the A.M.C.M. Inc.

As I see it we have a few alternatives:----

- Discontinue the newsletter - Fat Chance!
- Go bi-monthly
- Go to at least a 2-man staff.
- Hire Randolph Hearst
- Any other idea you may have.

Anyway, fair warning! As of December we will have no Editor, and if you don't take the job, the newsletter will be no more. I hope we can continue to get Mrs. Robins to do our typing.

Last issue I promised to talk about making parts copies. As some of you know, I have made a few, one of the most successful being the copy of the Varley Battery Case, made of fibreglas.

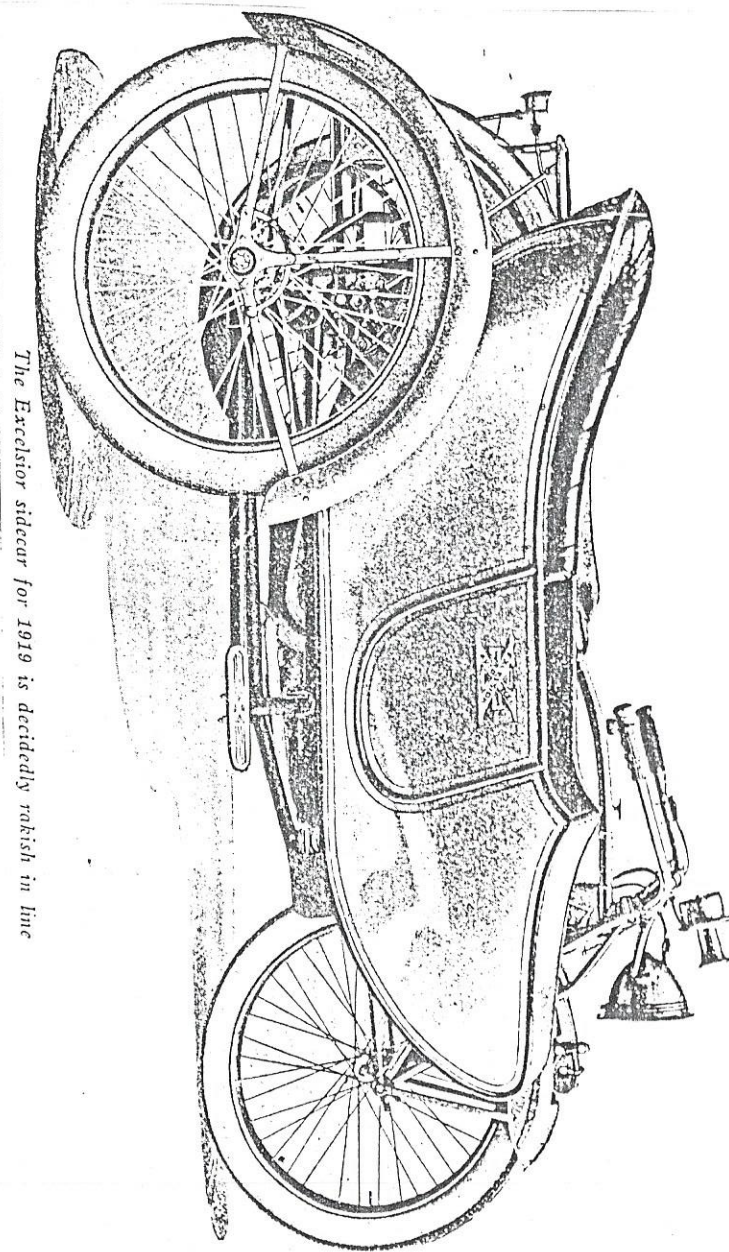
Except for mechanical parts, many parts can be made from resin based compounds. All you need is a mold and the necessary materials.

Normally I use polyester resin. This is your normal boat type resin and can be mixed with nearly anything. A little acetone cleans up afterward and gets the sticky goo off your hands. Bites like the devil in cuts though.

Clear resin, used as is or dyed with resin dye (maybe even food coloring) can be used for lenses, etc. For clear resin, you have to go to Westin Handicraft, as the Canadian Tire stuff's a light brown.

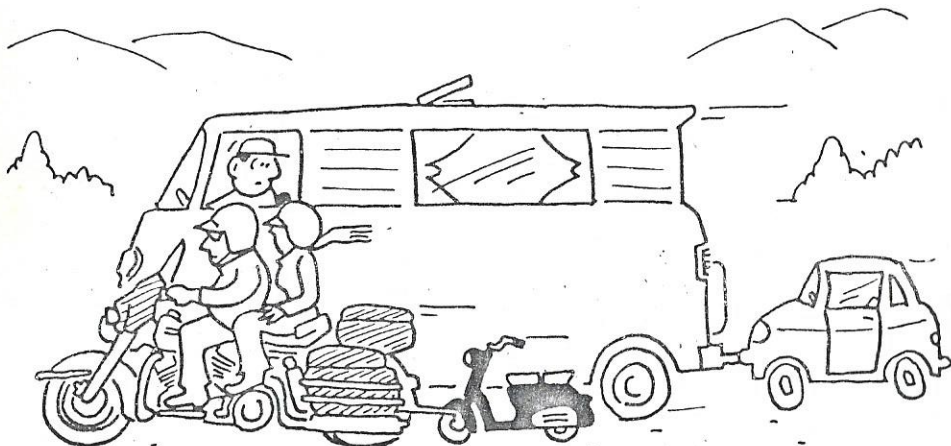
Mixed with glass cloth or mat, it of course becomes our old friend fibreglas; and will make side covers, fenders or what have you. Metal can be inserted to reinforce bolt holes or corners.

Canadian Tire sell a pre-mix of resin and glass fibre in a can. I have only used it once, and while it looks repulsive, it seems to have great possibilities for repro parts.



*The Excelsior sidecar for 1919 is decidedly rakish in line*

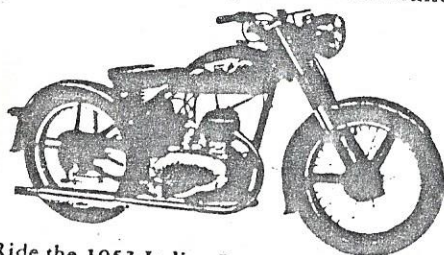




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Another variation is auto body filler. This is resin with a clay-like filler for body work. It gives a very smooth surface on the mold side, and sets quickly. Thinned with a little resin it becomes like chocolate syrup, brushes on, and stays put, which straight resin does not. The resin tends to sag and run. You can even brush this goop on fibreglas cloth to strengthen the Part. Works super on molded parts.

A trip to a lumber supply store for some black concrete stain results in a bag of pure lampblack which is very cheap. A spoonful or two into the thinned auto body filler gives a dead ringer for hard rubber, useful for attery cases.

One problem of polyester resin is that the surface in contact with the mold (especially rubber molds) remains tacky, until removed from the mold and dried in air. This leads to finger prints on the surface and smearing if the mold is not very open. The auto body mixture does not seem to have this problem.

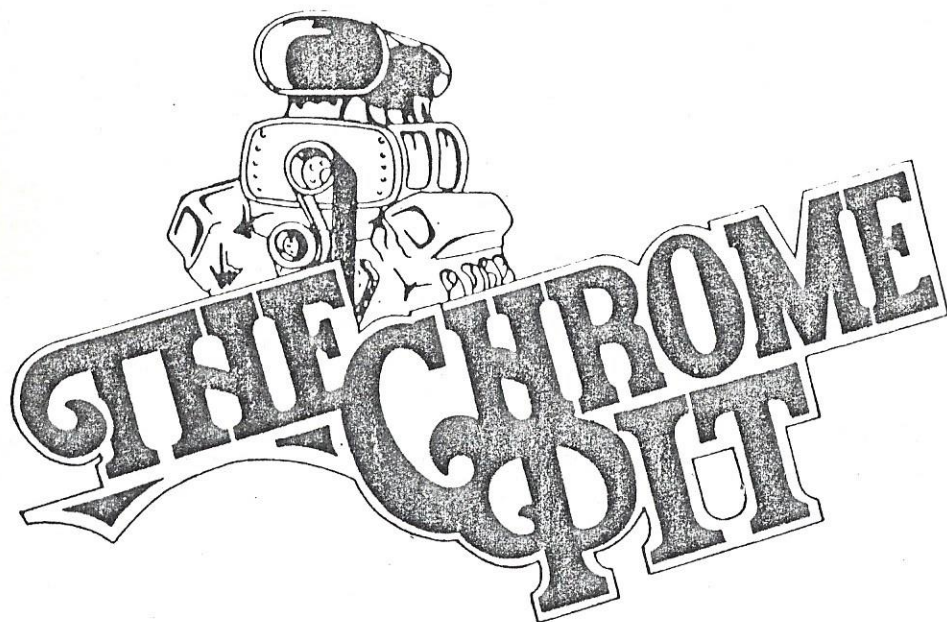
Epoxy resin does not have the problem either, but is hard to get in clear, is very expensive, and sold only in small quantities, such as for glue. If you know of a source, let me know.

While this is off the topic, a recent issue of the Ariel Club Magazine listed an advertisement for a substitute enamel for enamelled badges, glasine, cloisssonne or whatever you call it. Available in England and sold for jewellery making and badge repairs.

A thought occurred that perhaps the epoxy paints such as Inron could be used to repair enamel badges. Even tinted epoxy glue may be useful?

Enough for now. Next month mold materials and techniques.

Ed Pauch



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