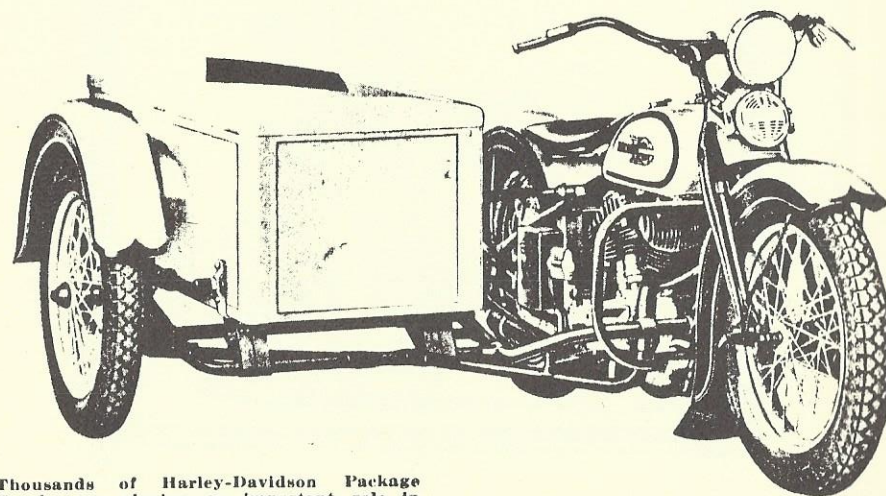


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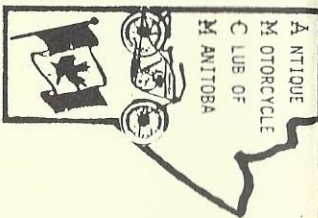
RUST 'N PIECES



Thousands of Harley-Davidson Package Trucks are playing an important role in handling the Nation's many light deliveries.

VOL. 5

NO. 8

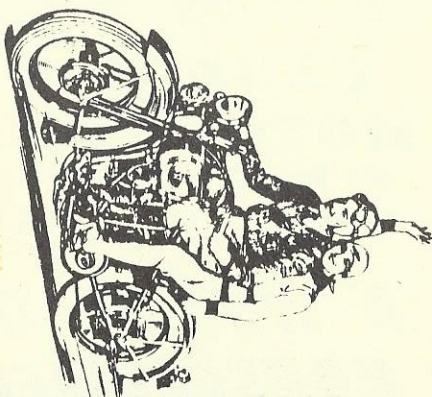


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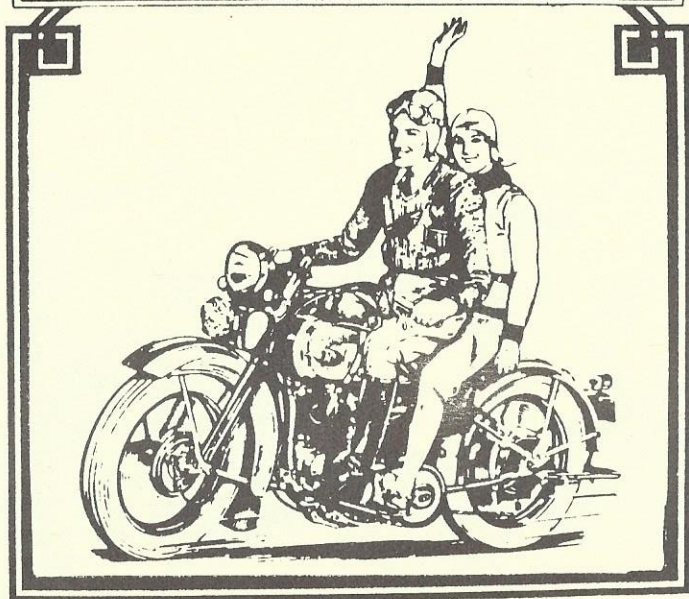


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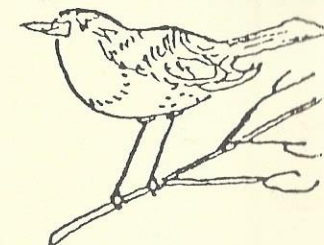
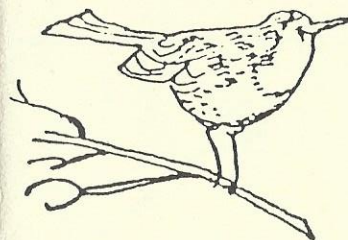


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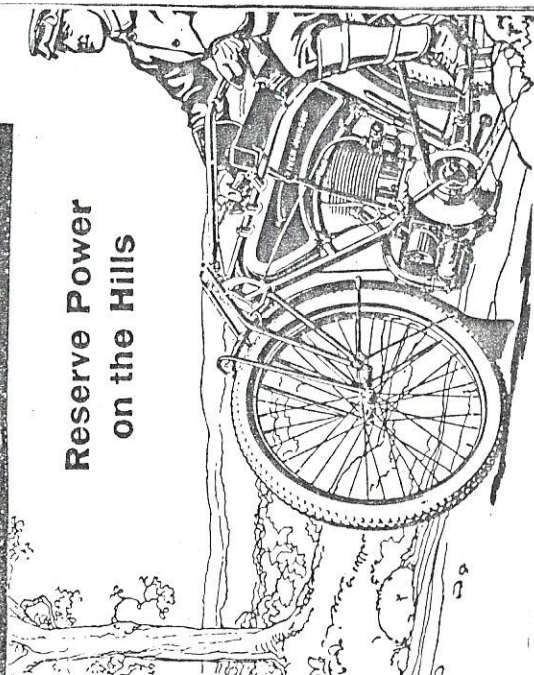
FOR SALE - 1965 Hummel DKW 155 (49cc Engine). Mint shape - 147 miles -- OFFERS???

Gabriel Ayotle- 233-9119

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St. Boniface, Man.

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& CYCLE WORKS**
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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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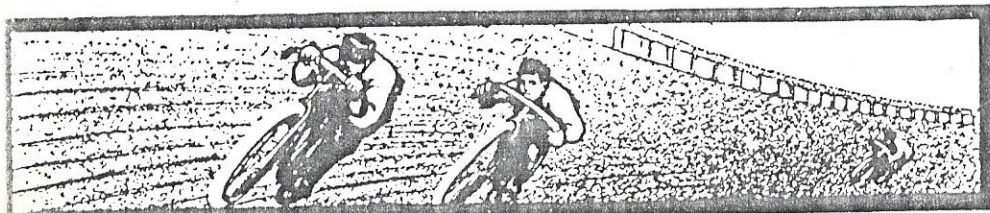
Public Relations ---- Ross Metcalf

Property Manager ---- Bob Hatton

The Membership of the A.M.C.M. Inc. 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.

C O N T E N T S

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MOTOCYCLING

ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

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

TRADING POST

WANTED --- Triumph nucelle headlight assy. any
condition. (1956)
- Triumph ignition and light combo switch
to fit Triumph TRW
- Rear fender to fit 1950 Triumph Speed Twin
- 19" front wheel for 1956 Triumph TRW

Rollie -- 257-4179
9 Harmony Cove

WANTED --- Motorcycle Signs (tin or porcelin) and
Toy motorcycles or will trade North Star
White Rose, etc. signs and items for same.

Craig Kraft-- 669-6047
609 Talbot Avenue

FOR SALE - White Rose Oil Can; Novelty Penny Banks from
late 40's - 50's --- \$5.00 each or
two for \$8.00.

Craig Kraft- 669-6047
609 Talbot Avenue

FOR SALE - 1942 Harley 45 completely rebuilt - must be
seen - \$5,000.00 or best offer.

1948 Harley 45 Engine -- \$250.00 or best offer.

Henry Bunnik- 857-6626
Portage la Prairie, Man.

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- <u>NOW</u> | <u>.50¢ each</u> |

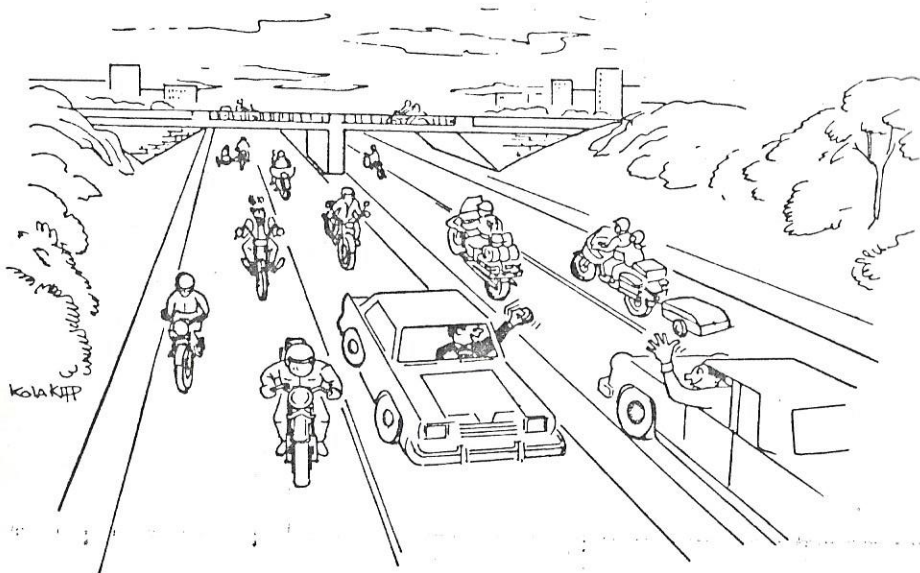
EVENT CALENDAR

ANTIQUe MOTORCYCLE CLUB OF MANITOBA INC.

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 August 15, 22, 29 & Sept.5/82

CORN ROAST RUN ----- Sept. 18, 1982
(Sept.25th - Rain Date)



EDITOR'S NOTE

A few years back I started collecting a few old motorcycle advertisements in various magazines. You can find them in *Mechanix Illustrated*, *Popular Science*, and *Popular Mechanix* and they go back to the 1930's as far as I know.

They consist of full page to half and a quarter page of old Harleys, Indians, Powercycles, and English bikes. Old *Life* magazines has ads of Whizzer Motorcycles. Also *Collier's*, *The Saturday Evening Post* and *Cosmopolitan Magazine* has old American Bikes in the early teens.

Usually you can find the magazines in the second-hand book stores and also a good place is the Polo Park Book Sales held once a year for two weeks to raise money for the Children's Hospital. Another place is the Winnipeg Free Press in the classified ads under Books, Comics, Magazines.

The best place I know to put the old advertisements in is a plastic loose leaf sheet and into a binder. You can find the plastic loose leaf and binder at Coles Book Store.

If you are into old motorcycle advertisements, good luck and see you at the next meeting.

Siggi Klann

A.M.C.M. INC. MEETING

Our next Meeting will be held on
August 16, 1982, at the Rothman's
Centre, 1645 Inkster Blvd. at
7:30 p.m.

Following Meeting - Sept.20, 1982

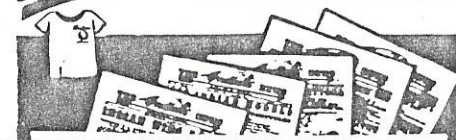


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INDIAN MOTORCYCLE CO., Springfield, Mass.

THE JUNIOR SCOUT IS THE LOWEST PRICED "TWIN" IN AMERICA

It's a real Indian—the motorcycle you've always wanted, now at a price you can afford to pay! The Junior Scout is a twin-cylinder engineering marvel, packed with power for the man with sporting blood, comfortable to ride, easy to handle. Enjoy thrills and fun with 70-miles-to-the-gallon economy! The Junior Scout and other new 1939 models are at your Indian dealer's now. See him today! Ask about his easy payment plan!

INDIAN is America's fastest stock motorcycle!

HANDSOME Indian Sport Jersey FREE when you order your new Indian motorcycle. A year's subscription to thrilling "Indian News" for the price of mailing. Send coupon today!

SPARK PLUG CONVERSION CHART

FINE WIRE ELECTRODE TYPE

| THREAD SIZE | HEAT RANGE | STANDARD TYPE | | | THREAD SIZE | HEAT RANGE | STANDARD TYPE | | | PROJECTED TYPE | |
|-----------------|------------|---------------|--------|----------|-----------------|------------|---------------|-------|----------|----------------|--------|
| | | NGK | | CHAMPION | | | NGK | | CHAMPION | Projected Type | V Type |
| 14MM Reach 3/4" | Hot | B-6HS | B-6HV | L6G | 14MM Reach 3/4" | Hot | B-5ES | B-5EV | | BP-5ES | BP-5EV |
| | Cold | B-7HS | B-7HV | L6G | | Cold | B-6ES | B-6EV | | BP-6ES | BP-6EV |
| | | B-8HS | B-8HV | L3G | | | B-7ES | B-7EV | N4G | BP-7ES | BP-7EV |
| | | B-9HS | B-9HV | L2G | | | B-8ES | B-8EV | N3G, N2G | | |
| | | B-9HCS | B-9HCV | | | | B-9ES | B-9EV | | | |
| 12MM Reach 3/4" | Hot | D-6HS | D-6HV | P8G, P7G | 12MM Reach 3/4" | Hot | D-7ES | D-7EV | | | |
| | Cold | D-8HS | D-8HV | | | Cold | D-8ES | D-8EV | R6G | | |

COMPETITION TYPE

| THREAD SIZE | HEAT RANGE | NGK | CHAMPION | AC | AUTO-LITE | BOSCH |
|-----------------|------------|----------------|-----------|----|-----------|-------------------|
| 14MM Reach 3/4" | Hot | B-7C | J6J | | A3, A73 | W225T3 |
| | Cold | B-77C | J4J | | A23 | W240T3 |
| 14MM Reach 3/4" | Hot | B-7HCS (B-7HC) | L7J | | | W200P1 |
| | Cold | B-77HC | L4J, L62R | | AE23 | W240T16, W240P11S |
| 14MM Reach 3/4" | Hot | B-8HCS | L57R | | AE60J | W280T11S |
| | Cold | B-9HCS | | | | |
| 14MM Reach 3/4" | Hot | B-7EC | N63R | | AG23 | W200T27 |
| | Cold | B-77EC | | | | W215T28 |

RETRACTED GAP OR RACING TYPE

| THREAD SIZE | HEAT RANGE | NGK | | CHAMPION | AC | AUTO-LITE | BOSCH |
|-----------------|------------|--------|----------|------------------|---------------|-------------|------------------|
| | | NICKEL | PLATINUM | | | | |
| 18MM Reach 3/4" | Hot | A-9N | | K60R | | B60J | M310T31S |
| | Cold | A-10N | | K57R | | B40J | M340T31S |
| 14MM Reach 3/4" | Hot | B-8N | | J62R, J60R | M42G | A90J, A23 | |
| | Cold | B-9N | | J58R, J57R | M41G | A60J | |
| 14MM Reach 3/4" | Hot | B-10N | | J54R | | A40J | |
| | Cold | B-11N | | | | A20J | |
| 14MM Reach 3/4" | Hot | B-8HN | B-8HP | L62R, L60R | S41FG, M41FFG | AE90J, AE23 | W240T16 |
| | Cold | B-9HN | B-9HP | L58R, L57R | S80FG, M40FFG | AE60J | W270T16, W310T16 |
| 14MM Reach 3/4" | Hot | B-10HN | B-10HP | L54R | | AE40J | W340T16, W370T16 |
| | Cold | B-11HN | B-11HP | | | AE20J | |
| 14MM Reach 3/4" | Hot | B-8EN | B-8EP | N62R, N60R, E59R | | AG90J, AG23 | W240T17 |
| | Cold | B-9EN | B-9EP | E58R | | AG60J | W270T17 |
| 14MM Reach 3/4" | Hot | B-10EN | B-10EP | N57R | S41XLG | AG40J | W290T17 |
| | Cold | B-11EN | B-11EP | E56R | | AG20J | W310T17 |
| 14MM Reach 3/4" | Hot | B-12EN | B-12EP | N54R, E54R | S40XLG | AG40J | W340T17 |
| | Cold | | | N52R, E52R | | AG20J | W370T17 |
| 12MM Reach 3/4" | Hot | D-12H | | | | AG10J | W400T17 |
| | Cold | D-13H | | | | | W440T17 |
| 12MM Reach 3/4" | Hot | D-12E | | R54R | | | X400T17 |
| | Cold | D-13E | | R52R | | | X440T17 |

TO BE CONTINUE NEXT MONTH

After reading "Everything You've Always Wanted to Know About Spark Plugs But Were Afraid to Ask," you've become the resident spark plug expert in your neighborhood. Fine, but what number designation do you give the local hotshot when he asks you about specific plugs for his car or bike? Or what if you're getting your bike or car ready for a trip or maybe just tuning it up, and the local shop doesn't carry the brand stated in the owner's manual? These conversion charts will answer your questions and will let you be The Compleat Spark Plug Expert. Referring to the spark plug article elsewhere in this magazine, determine which type of plug your car or cycle requires, such as a standard or regular gap 12mm plug with a 3/4" reach and so on. Then refer to that section in the conversion charts. Note which plug brand and number your owner's manual specifies. After finding that number in the proper section of the chart, you can easily find a plug of the same type and heat range made by any of several other manufacturers.

SPARK PLUG CONVERSION CHART

REGULAR AND PROJECTED NOSE TYPE 18MM AND 14MM

| THREAD SIZE | HEAT RANGE | NGK | | CHAMPION | | AC | | AUTO-LITE | | BOSCH | |
|----------------------|------------|----------------|-----------------|---|--------------------|--|-------------------------|--|---------------------------|--------------------------------------|------------------|
| | | STAND-ARD TYPE | PRO-JECTED TYPE | STAND-ARD TYPE | PRO-JECTED TYPE | STAND-ARD TYPE | PRO-JECTED TYPE | STAND-ARD TYPE | PRO-JECTED TYPE | STAND-ARD TYPE | PRO-JECTED TYPE |
| 18MM Reach 3/4" | Hot | A-6 | | D23, D21 D16, UD16 D14, K15J D10, UK10 | | C88, C87 C86, TC86 C85, TC85 | | BT10 BT9 BT8 BT6 BT4 BT3 BT2 | | M45T5 M95T5 M145T5 M145T1 | |
| | | A-7 | | D9, D9J K9 | | C83, TC83 C82 | | | | M175T1 M225T1 M240T1 M260T1 | |
| | Cold | A-8 | | K7 D6 | | C81 | | | | | |
| 18MM Taper Seal | Hot | A-4F | AP-4F | | F14Y, F11Y | 86T, 85T | 87TS, 86TS | | BF92, BF82 BF42, BTF42 | MA95T1 | MA125T7 |
| | | A-6F | AP-6FS | 870, 860 F10 | F9Y F7Y | 84T, C84T C83T | 85TS, C85TS 84TS | | BF32 BF22 | MA145T1 MA175T1 | MA145T7 |
| | Cold | A-7F | | F82 | F62Y | C82T | 83TS | BT6 BTF3, BTF31 BTF1 BF601 | | MA225T1 | MA175T7 |
| 3/8-18 Reach 3/4" | | F-23 | | W20 | | 78S | | TT15 TT10 | | | Z45T4 |
| 3/8 Pipe | | H-26 HD-20 | | 34, 33, 32, 30 A25 | | G59, G58, G56 | | F11 | | | |
| 14MM Reach 3/4" | Hot | B-2 | | J12J, UJ12 | | C49 | | A11, A11X A9, A9X, A8 | A82 | W45T3 | W75T6 W95T6 |
| | | B-4 | BP-4 | J11, J11J | J18Y J14Y, J13Y | 48, C47, C47W M47, 46, C46 | 46S 45S 44S, C44S | | | | |
| | | B-6S | BP-5S BP-6S | J8, J8J J7, J7J J6, J6J UJ6, J5 | J12Y, J11Y J10Y | 45, C45, C45W M45, 44, C44 M44B M44C 43, C43 | 43S, 42S | A7, A7X A16, A5, A5X A14 A13 A1X | A52, A42 A32 A22 | W145T3 W175T3 | W145T6 W175T6 |
| | | B-7S | | J4, J4J | | C42-I, M42 | | A12, A21X A11 A901 | | W225T3 | |
| | | B-8S | | J2J, UJ2J | | 41, M41K | | | | W240T3 | |
| | Cold | B-9S B-10 | | | | | | | | | |

JULY CLUB MINUTES

The Meeting was opened by President, Mike Baraschuk. The Minutes were read by Ed Pauch standing in for the secretary. Moved by Bert Bentley, seconded by Brian Nazarko, the minutes were adopted as read.

Attendance was 26 members and guests.

Guests were:--

Gabriel Ayot --- '65 DKW Hummel

Nolan Stoyko --- '82 Sturgis

Rick Epp ----- '65 BSA

Treasurer's Report --- No report.

Library Report -- Jim Gold reported that July Classic Bike had been received, as well as The Indian Cub and Atlantic Club newsletters.

Editor's Report --- Spring meet plaques are available to attendees. Extra plaques as ordered cost \$2.80. A current motorcycle price guide has been ordered from a California Firm. At present the Club has a 1979 Edition. Siggie again asked for articles. Two advertisers have been dropped due to nonpayment.

Activities --- No report.

OLD BUSINESS

Fort La Reine Run --- All details have been attended to, including loan of a Porta-Pot from the M.M.C. In the event of rain, the run will be cancelled, as no rain date can be accommodated.

NEW BUSINESS

Ed Pauch reported on the Abate Meeting with the Highways Minister. It appears that for political advantage, the Government will promote helmet legislation.

No additional monies will be spent by the Government for Safety Courses or Rider Education Courses.

It was noted that Tiny was in the hospital until at least mid-August. Members are encouraged to visit.

Library Draw won by:---

Bert Bentley -- Ceramic Mug
Gus Lipps ----- Ceramic Ashtray

Moved by Siggi Klann, seconded by Bob Hatton, the Meeting was adjourned.

LIBRARY REPORT

Winners of the June 21 library draw were Tom Duch and Rollie Cook. Both won Harley Davidson Plaques which were kindly donated for the draw by Brian Nazarko.

Amount collected for the library fund was \$20.00.

The following newsletter has now been added to the library:-

June Issue of Atlantic Vintage M/C Society.(A.V.M.S.)

The "June 1982" issue of "Classic Bike" is now in the library.

-- KTV Mold Rubber --- This is super stuff but almost impossible to get locally at reasonable prices. Note this is NOT silicone rubber as sold locally in tubes. The silicone is hard to work with and almost useless for molds.

Enough for now, next month more materials, etc. Stay tuned for the next show. Also if anyone has a pet project in mind, I may be persuaded to help with advice.

Also, in desperation, I need a front fender for my '55 Square 4. If I can't get one, I may part the thing out, since parts seem to be very scarce.

Ed Pauch



GOSH, GLORIA,
THESE PLANTS
SURE LOOK
STRANGE...
GLORIA!

J. H.

A COMMENT

One material I missed last month is dental plastic. This is a shiny hard plastic which gives super detail. It is plastic powder and a solvent which is added before use. The solvent evaporates and the melted plastic remains. Color dyes are available, and lampblack works well. Problems with this material are cost and some shrinkage as the solvent evaporates.

I have found that to make a part, an essential item is the pattern. While this is obvious, it has its problems. In some cases the pattern is a scarce part borrowed from a trusting friend. In some cases, it has to be made by hand.

Generally, patterns can be made from any material, hard, soft, steel, plastic, wood, fibreglas or body putty. Main thing to remember is that the mold will reproduce the flaws in the pattern so make it as good as possible.

As for molds, choose a material that will not destroy your hand-made pattern or your friend's part.

Generally if the part is solid, use flexible mold material, and vise versa. I once tried to make a lens mold from polyester resin and had to break the lens to get it out of the mold.

Several materials are available for the molds:---

SOFT --- Latex rubber available at hobby shops. Excellent detail, quite cheap, stable dimensionally and not affected by polyester resin. Difficult to make complicated deep molds with, as it air dries. One lovely thing about it is that it will not stick to any solid surface.

-- Devcon Flexane -- Available in various hardnesses, this is a 2-part self-curing rubber (Urethane) compound. Fairly pricey at \$15.00 per pound and tends to swell when used as a mold for polyester. A grease type release agent is supplied. However when poured into a rigid mold, this material makes nice rubber parts.

SOURPUSS

*(From the Exhaust Pipe Newsletter - January 1937
from the Manitoba Motorcycle Club)*

I heard a very well known and highly renowned News Reel Commentator call a horse race the "King of Sports" a few days ago, and came very close to jumping to my feet and shouting a contradiction to effect that he had things somewhat twisted, but he kept talking so fast and so loudly that I reconsidered and let him rave on. I have always understood that horse racing was the "Sport of Kings" and that motorcycling the "King of Sports". Of course, being on the high road to an old age pension myself, I cannot speak from the present experience of the thrills obtainable on the track, the highways and by-ways, but I do say that the most exhilarating thrills, taken by and large, were experienced by me during the seventeen years that I rode a motorcycle dating from the time of the old belt drive singles up to the time of the 3-forward and 1-reverse geared four cylinder models, and while standing on the side lines now, and watching, I still consider motorcycling the "King of Sports".

Because to watch a close race between 2 or 3 or 4 of the boys on their roaring mounts, or a hillclimb competition, grass track races, certain portions of an endurance run, time trials, or merely parading out on a Sunday run, gives the spectator, the non-rider, and I believe even an active rider not taking part therein at the time, that feeling of proud excitement sufficient almost to make him exclaim "Gee, I used to ride one of those (things)".

Where else will you get the same exhilaration? To watch a close ball game, a football game, hockey game, horse race, polo match gives you a certain amount of excited enthusiasm, but I cannot be convinced that I receive the same exhilaration as I always do at a good old motorcycle meet.

Some of the boys, 'speed demons' et al, may consider that the 'old timers' have very little idea of what motorcycling really is because the machines today will go so much faster than they could ten years ago. We considered we had a fast hack in those days that would top 67 m.p.h. if you babied it along and allowed it time to get rolling. But we had our fun, which today, I feel very safe in saying would be considered real hard work, and the majority of present-day riders would not even attempt, but on a wet Sunday morning, get up, look out the window, say "Aw heck" or worse and roll back into bed again. How many present day riders can feature setting off on a long weekend to Grand Forks in pouring rain for the fun of it?

In the old days the roads to Grand Forks were first class Manitoba Gumbo to Emerson, where they changed slightly to a class of North Dakota cheap black cement which dried on the tires as the wheel flew around, in 1924 or so certain portions of the N.D. roads received a sprinkle of fine gravel which became mixed with the mud on a wet day, and formed a poor quality of cement which had to be hammered out of the mudguards and not just scraped out. Some of the older club members will recollect the long and tedious return journey from the first Minnedosa Hillclimb -- those days were the real days. Don't run away with any idea that I am belittling present day riders, because us "old timers" realize without question that present day machines are 'dynamite' when compared with the iron steeds we owned.

However, there is every indication of next year being a better year in every way, there will be all kinds of new machines out when Spring breaks, therefore, with new machines, with new slate of Officers in your Club, with the assistance of every Member pulling for the Club solidly behind the officers, a bang-up season can be looked forward to.

A COMMENT

How do you feel! Even the people you hire and pay wages don't fear or respect you! Let me explain.

Seems that the Provincial Government thinks so little of the motorcycling group that they were honest with us. An Abate delegation was told that since helmet laws bring votes at no cost, that is the way it will be, and no additional money for safety training.

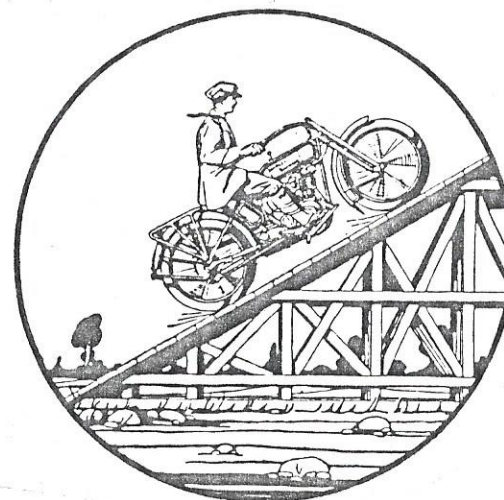
It makes you wonder how politicians can sleep nights. Such hypocrisy is sickening.

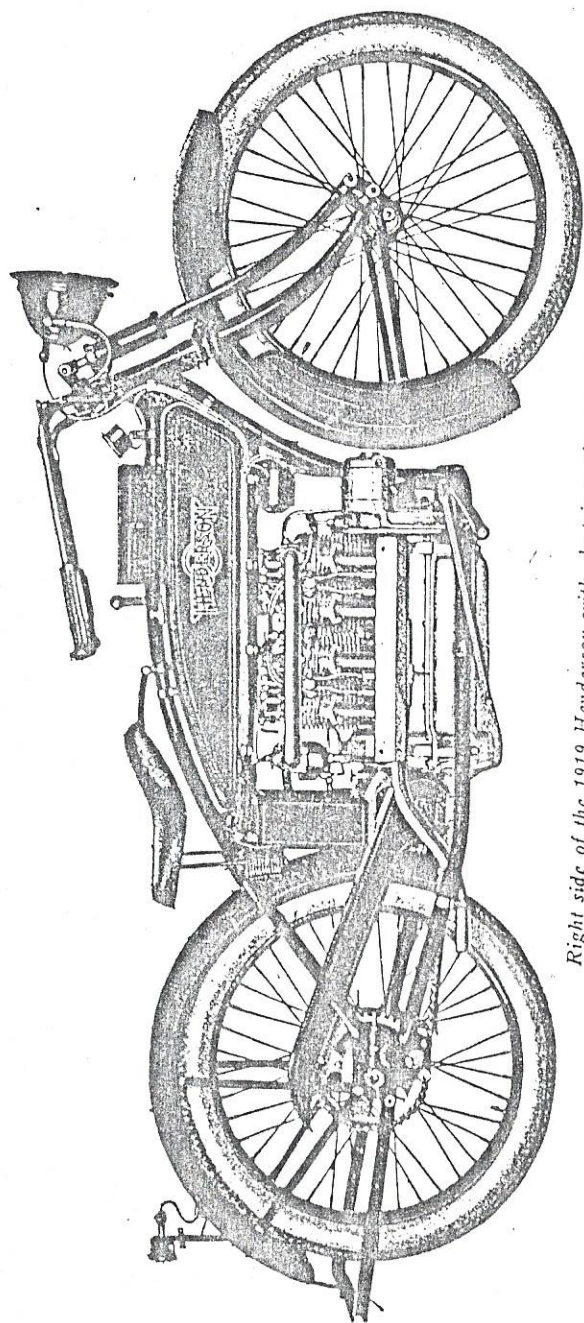
Yes helmets will help in a few instances. But not as much as rider education and a size limitation on beginning cyclists. Their own statistics make that obvious.

However the bottom line is VOTES! Unless enough people make themselves heard, the herd will rule!!! Be warned.

TECH TOPICS

Last month I talked briefly about materials. This month I will start into molds and techniques.





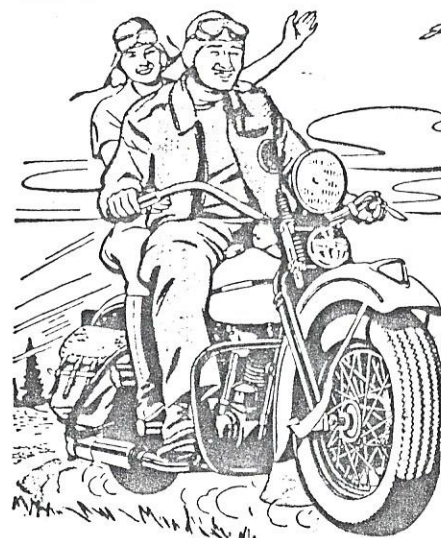
Right side of the 1919 Henderson with electric equipment

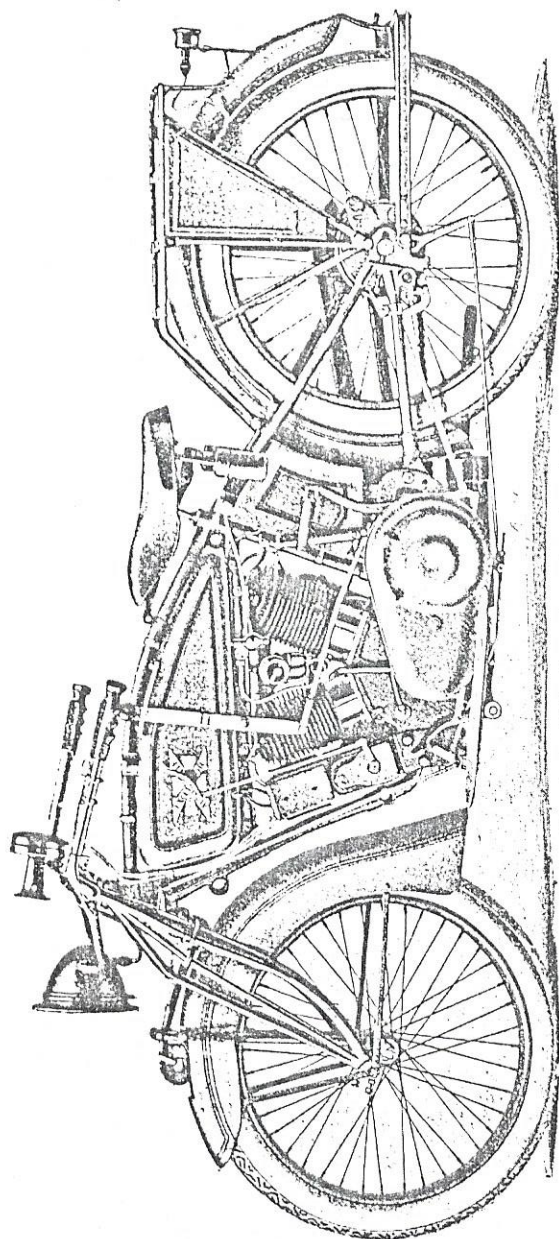
One does hear it argued that, as the number of riders interested in the sport and in the Club life generally is only a small proportion of the total number of motorcyclists, we, who are enthusiasts in and about such matters are inclined to forget that we are a minority. That may be so, but after all, enthusiastic minorities control and sway the apathetic majorities in almost all phases of life. We are enthusiasts and therefore can set ourselves some sort of standard whereby the apathetic majority will be enthused and brought to life by the enthusiastic minority.

So everybody join together and let us be a happy club. In closing, don't let me leave out any 'squad' therefore let me tell you that in the poor little single cylinder of your motorcycle some 52,000 explosions take place in 60 minutes when you are travelling at 30 mph with an average 3-speed gear box.

So if you are tired after a long days run, think what your motor must feel like.

With every good wish to you all for a very Happy, Bright and Prosperous New Year, and a better, Happier and more enthusiastic Club for 1937.





Left side of the 1919 Excelsior with electric equipment

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