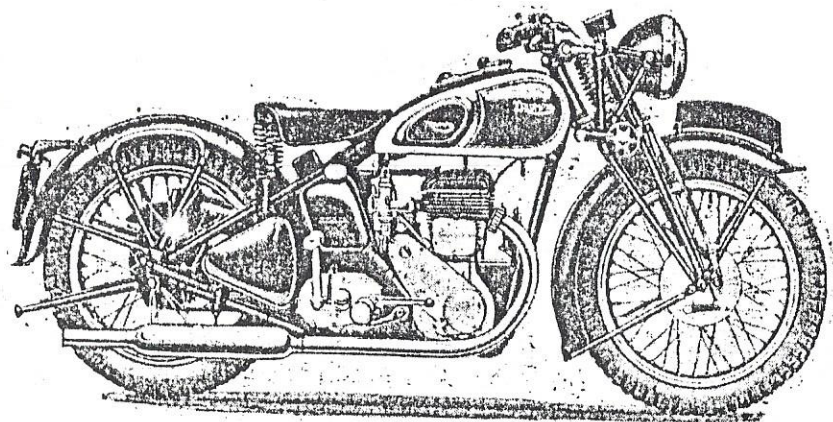


JAN. 1984

RUST'N PIECES

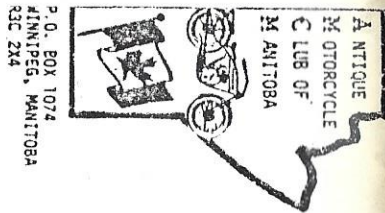


TRIUMPH

The motor cycle that
is different.

VOL: 7

NO: 1



TO:

R. Metcalf

716 Municipal Rd.

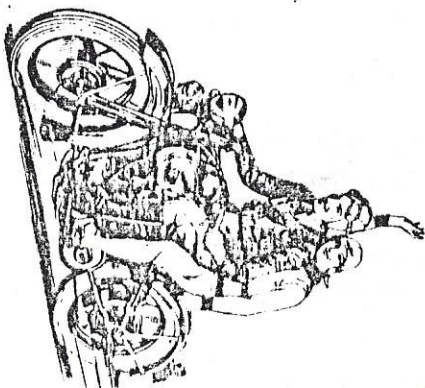
Wpg. Man.

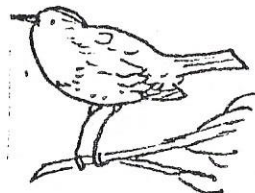
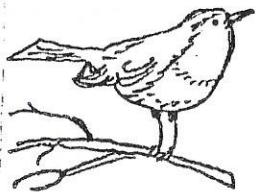
R3R-1,14

1984
R3C 010



PRINTED MATTER





ROBINS MOTORCYCLE SALES

UNLIMITED

SPECIALIZING IN BRITISH REPAIRS

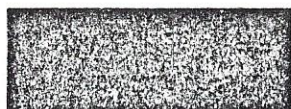
CUSTOM -- WELDING, PAINTING, FABRICATION

ANTIQUE MOTORCYCLE PARTS

16 KEEWATIN STREET, WINNIPEG, MANITOBA, R3E 3B9

PHONE -- (204) 633-5690

LAWRENCE BIRD MOTORCYCLES



Harley-Davidson

TRIUMPH

SALES SERVICE
PARTS and ACCESSORIES

PH. (204) 727-3808

1425 Pacific Ave. P.O. Box 151

BRANDON, MANITOBA

R7A 5Y8

FOR SALE

H.D. 45 parts: clutch pedals, oil bath unit,
and other tid-bits.

WANTED

Any pre '50s cycle license plates to complete my
collection.

A restored sidecar outfit, preferably Indian bits,
and no Russian or Jap stuff.

Ross Metcalfe,
716 Municipal Road
Winnipeg, Manitoba, R3R 1J4
889-8177

FOR SALE:

- 1965 Zweirad Union 155 'Hummel' (Flying
Flashlight) 50cc 2 stroke.
DKW Engine. Slight cosmetic damage
otherwise excellent condition with
1007 original miles.

\$900.00 or BEST OFFER.

WANTED

36 Hole 28 in Clincher Rims and assorted bits (tanks,
etc.) for 1911 Flying Market Twin --
Will buy or trade.

Set of Whitworth/BSF Tools, also Royal Enfield
Literature, Manuals, etc.

Craig Kraft
(204) 669-6047

FOR SALE:

- 1980 Triumph Binneville 750 T140E
9000 miles, Stock, Mint Condition.
\$2,700.00 O.B.O.

Jerry Olenko
589-2697

FOR SALE

1949 Royal Enfield 500cc Single Twin Port, no
fenders, rebuilt motor/trans
\$1700.00 invested, no reasonable offers refused.

Glenn Wolfe
487 Woodydell Avenue
942-1287 or 1281 (I
couldn't see if it was
1 or 7)
Winnipeg, Manitoba

WANTED:

- Triumph Gas Tank Chrome Trim to fit 1950
Tri. Peed Twin
- Rear Fender Stays - 1950
- Passenger Pad for 1950
- 6 V. Ignition Coil to fit 1956 Tri TRW
- Mufflers to fit 1950 Speed Twin

Rollie Cook
9 Harmony Cove
257-4179

WANTED:

- 1955-56 Triumph "Tiger Cub"
- Plunger Frame Motorcycle
- Complete or incomplete for rebuild by
Triumph Enthusiast.
- Also wanted 1966 Nacelle Model Triumph
649cc "Thunderbird" Motorcycle
complete or incomplete for rebuild by
Triumph enthusiast.

Any leads!!!!

Jim
Winnipeg, Manitoba
(204) 895-9785

WANTED:

- Early James Parts, 1935 - 1938

D. Saverberg
482-7346

EDITOR ----- RYAN PATTON

Rust'N Pieces is the Official Bi-Monthly publication of
THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC. (Est. 1977)
P.O. Box 1074, Winnipeg, Manitoba, 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.

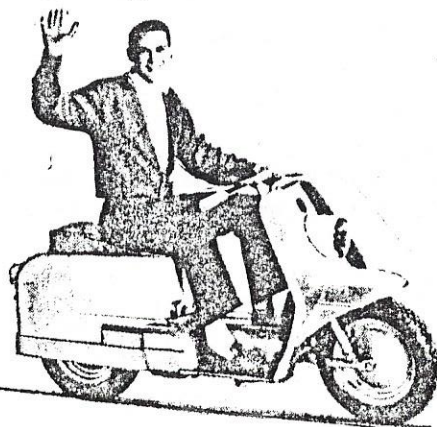
CLUB PRESIDENT ----- CRAIG KRAFT (204) 699-6047

Past President ----- Randy Maunder
Secretary ----- Irene Robins
Treasurer ----- David Tissot (Spot)
Librarian ----- Mike Baraschuk
Activities Manager ----- Glenn Pesclovitch
Public Relations ----- Brian Nazarko
Property Manager ----- Bob Hatton

The Membership of the A.M.C.M. Inc. extends their
thanks and appreciation to our sponsors:
ROTHMANS OF PAUL MALL CANADA LTD. and MOLSON BREWERY
LTD. for their support and thoughtful consideration.

CONTENSE

THE EDITOR SPEAKS	3
MINUTES	4
CURRENT CHAT	7
PRESIDENT'S NOTE	9
TIMEWINDER	11
WORDSERCH	18
ACTIVITIES REPORT	19
PORKY	20
THE QUIZZ	23
EVENTS CALENDER	25
BOOKWORM	26
A.M.C.M. FLOG MART	27



CLUB REGALIA FOR SALE

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

Club Crests	\$13.00 each
Club Pins	\$ 3.00 each
Club T-Shirts	\$ 7.50 each
Iron-On Transfers (large or small)	Same as Club T-Shirts \$ 3.50 each

1980 Spring Run Plaques --- \$1.15 each
1981 Spring Run Plaques --- \$1.25 each

Extra Copies of Rust'N Pieces --- .25¢ each



A.M.C.M. INC. FLOG MART

FOR SALE

ARIEL repro front number plate, part number 4745-51, all alloy, have a few left.

Price -- \$20.00 each

ARIEL repro side stand, part number 2450-48 - only one left.

Price -- \$18.00

Ed Pauch
118 Sunnyside Blvd.
WINNIPEG, Manitoba
R3J 3M2

832-0255

"BOOKWORM"

When I was going through the boxes of books, I found a bookworm chewing through all the words, a talking worm, he sure saved me a lot of reading. He's given me some good junk to put in this rag, in trade for some firewood. He wants something to really get his teeth into. Old books aren't a challenge anymore.

"Bookworm" has found a remedy for keeping hands warm (he doesn't have any-so he doesn't worry) in wet weather. Get yourself to a hardware store that sells industrial gloves-- buy a pair of inner gloves made out of cotton and wool and a pair of black rubber covered chemical gloves with gauntlets--- and presto. Sure saves your leather gloves.

Safety Tip of the Month

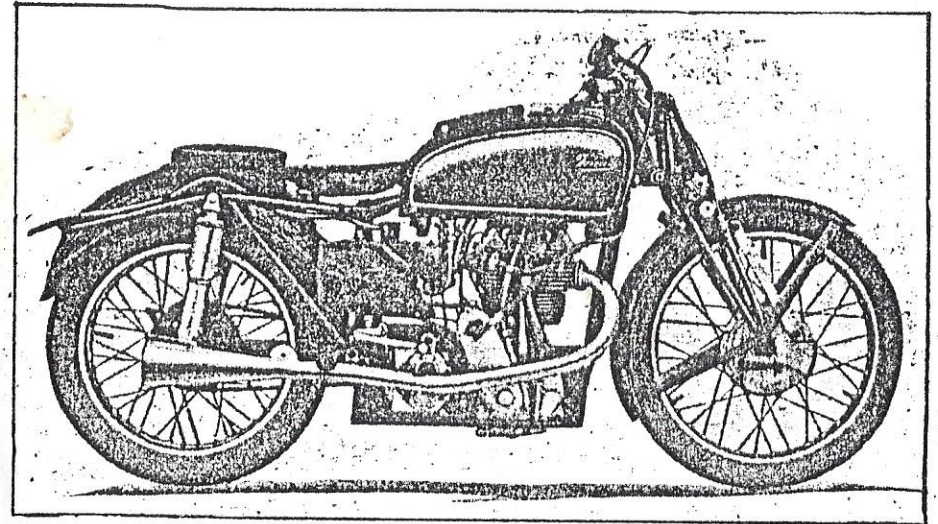
(In January???) Being seen on a Bike is important and being heard is part of being seen. Most bike horns come on like duck calls, not loud enough. Air horns as replacements, mean sports cars. Too many people don't like these, so try using standard GM or Ford or Chryco bits. Probably cheaper, too.

"BOOKWORM" says cheerio and hang loose till ridin' time. YAH!!!

THE EDITOR SPEAKS

The time has come
Where you will see
If I'm as good an editor
As I think myself to be
I've sharpened up my pencils
Worked my fingers to the bone
Stayed up late, till dawn did break
Writin' lyrics for this poem,
An other stories will you find
Inside these covers I did bind
Some by me, some by others,
And some (I hope) by people's mothers.

Rust'N Pieces is its name
No motorbike rag is quite the same
And I'm the editor, so exciting!!!
Got any comments? Put 'em in writing!



A.M.C.M. INC. MEETING

Our Next Meeting will be held on
FEBRUARY 20 1984, at the Rothman's
Centre, 1645 Inkster Blvd. at 7:30 p.m.

CLUB MINUTES - Jan.16, 1984

The meeting was opened by the President, Craig Kraft. Minutes of the previous meeting were read and moved adopted as read by Jim Ross, Seconded by Rollie Cook. There were 30 people in attendance.

There was one guest present --- Ryan Bartley with a BMW.

Executive Reports were given by the Treasurer, Librarian, Activities, Editor, Publicity and Properties Members.

OLD BUSINESS

The Cycle Canada Show will be held on February 10, 11th and 12th, 1984. A sheet of paper was sent around for volunteers to man the booth. Randy has asked Cycle Canada for a minimum space of 1½ to 2 times what we had last year, also about partially restored bikes. The signs to be made up for any bikes that have not previously been in a show.

Regarding Insurance -- Ed Pauch to phone John Kilgour regarding this.

Bert Bently replay what took place at the Antique Vehicle Association and would keep us informed.

EVENTS CALENDAR

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

CYCLE CANADA SHOW ----- Feb. 10, 11 & 12, 1984
Convention Centre

CANADIAN VINTAGE MOTORCYCLE GROUP

BARRY RALLY at Molson's Park in BARRIE, ONTARIO ---
June 22, 23, & 24, 1984

THE ANTIQUE MOTORCYCLE CLUB OF AMERICA,

Omaha Chapter ----- June 9-10, 1984, Le Mans Meet
(Le Mans, Iowa, U.S.A.)

Chief Blackhawk ---- Sept. 8-9, 1984, National Meet,
Davenport, Iowa, U.S.A.

THE MANITOBA MOTORCYCLE CLUB INC. --- SNOW RACES!!!

Sunday -- Jan. 29, Feb. 5, Feb. 12, Mar. 4, Mar. 18

Registration 12 noon, Races at 1 p.m.,
Hazelridge, Manitoba

-- for info. phone Brian Nazarko, 257-3570

6th ANNUAL MOOSE JAW SWAP MEET

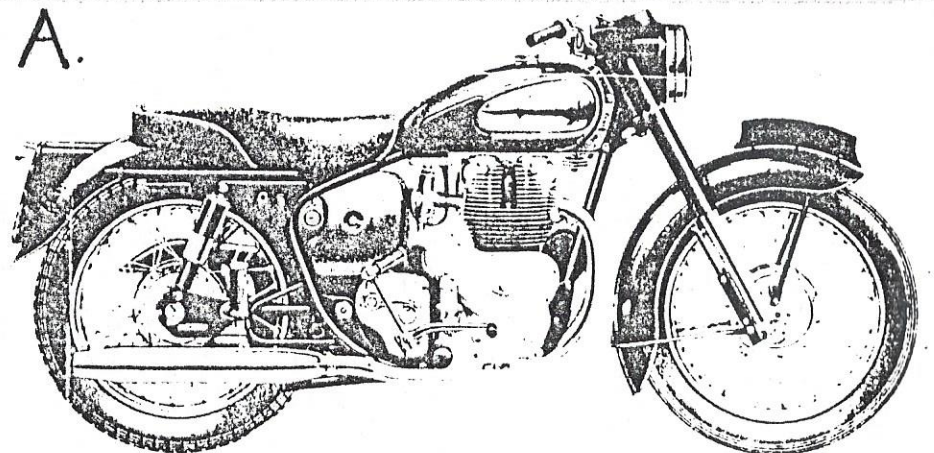
12 noon -- 5 p.m. at the Union Center

Private Tables (if yer not a dealer) for \$15.00

-- more information??

Joyce (in Moose Jaw) 692-2666, 9-5 pm

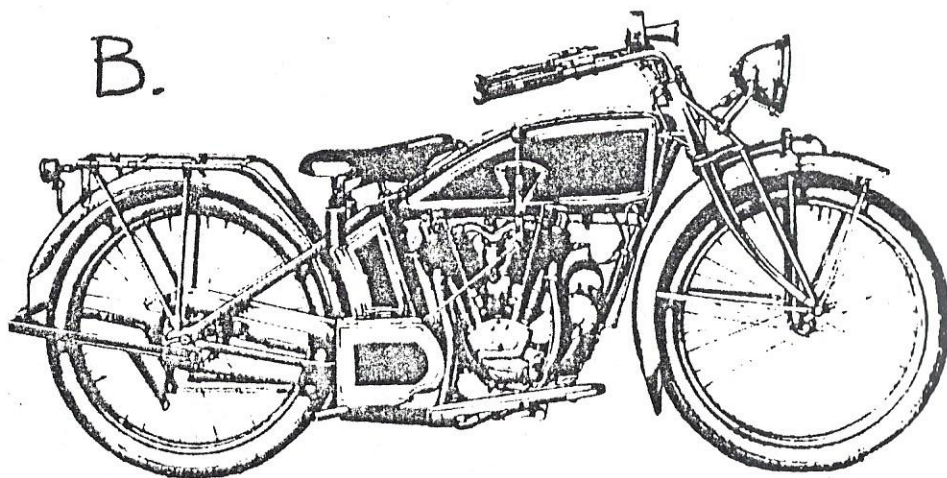
A.



E. Identify the mystery cycles, try to name the make, model, year, displacement & country.

A & B

B.



NEW BUSINESS

Brian told the members of a Motorcycle Swap Meet to take place March 17th at Moose Jaw. Tiny brought up about the Annual Party, mentioning Jim Harrison's name. It was decided the party would be on February 18th, 1984, at 8 p.m. at Jim Harrison's House at 192 Cavell Drive.

It was noted that a W. H. Smith at Winnipeg Square sold Classic Bkld and Classic Mechanic Books for \$2.00 each. If you give him your name he will phone you when the book come in.

M.M. C. Snow Races have started again at Hazelridge -- Jan.27, Feb.5 and 19th. Registration at 12 noon - Races start at 1 p.m.

Craig mentioned the Executive Meeting was held on Jan.5, 1984, with a good turnout. Books, etc were handed over to the new executive. Craig said that we have had a negative attitude in the Club lately and suggested we start looking on the bright side.

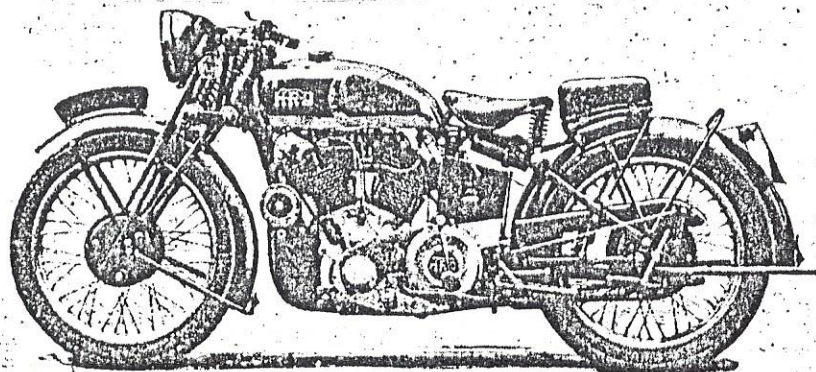
It was suggested we have a "Technical Corner" for about 15 minutes during each meeting and thus members could state some of their motorcycle problems and perhaps find solutions from other members. This went over very well.

Ed Pauch told about a B.Hunter who phoned him and who has old motorcycle parts and asked if anyone knew of him.

Siggi said he could get Generator Armatures re-wound for Club Members only for \$15.00.

It was noted that we will need Exhibitor Passes and Guest Passes for members with bikes in the Cycle Canada Show.

(over)



The 1,000 c.c. twin-cylinder Vincent-H.R.D., with spring frame, is a true connoisseur's mount. It remains practically unaltered for 1938

CLUB MINUTES - Jan.16,1984 (Cont'd)

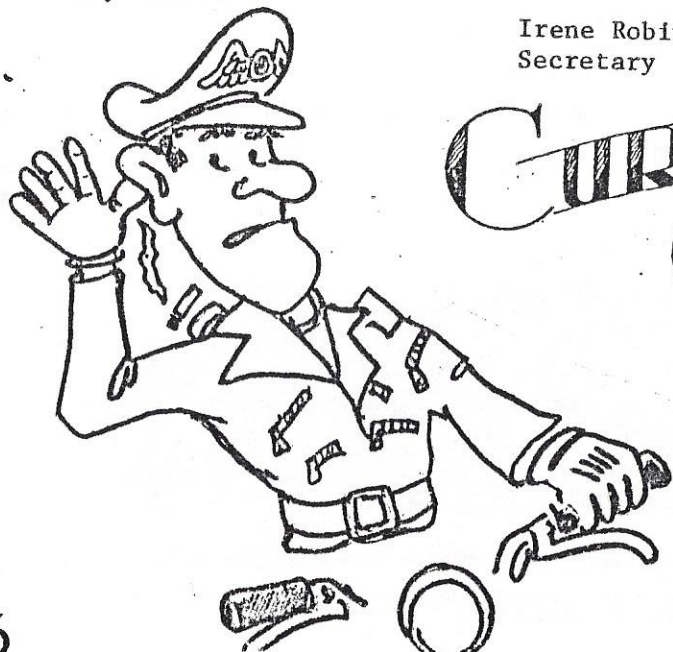
Below is a list of Members and their bikes to be exhibited:---

Bert Bentley	1928 Scott
Rollie Cook	1956 Triumph TRW
Charlie Dorais	1952 Meister
Vern Fraser	1947 Indian
Keith Freeman	250 Victor
Len Hardy	Vincent Lightning
Ray Houde	1966 BSA
Joe Luccida	1952 Moto Guzzi
Ross Metcalfe	1913 Indian
Ed Pauch	Ariel 1950 Square 4
Fletcher Reid	1945 Indian
Tiny Robins	1927 AJS
Dan McGee	1970 Norton
Glenn Pesclovitch	1950 AJS 15M
Craig Craft	1965 Zweirad Union

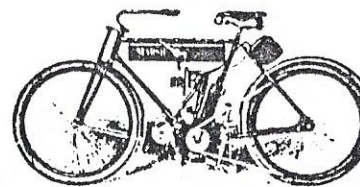
It was mentioned that this was the Club's 7th Anniversary. Siggie will show slides after the meeting.

A motion to adjourn was made by Siggie and seconded by Ray Houde.

Irene Robins
Secretary



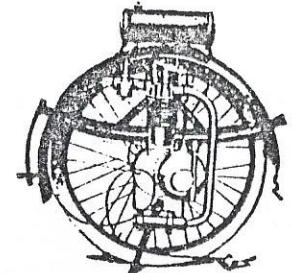
CURRENT CHAT



MARSH MOTOR CYCLE. PRICE \$1500.

THE QUIZZ:

HERE IT IS



THE MERKEL
MOTOR WHEEL

- A. Five motorcycles are listed below. Can you name the Cities they were built in.

Example. Harley-Davidson --- Milwaukee

1. BSA -
2. BMW -
3. Triumph -
4. Indian -
5. Ariel -

- B. Unscramble the names of the Cycle Manufacturers listed below:---

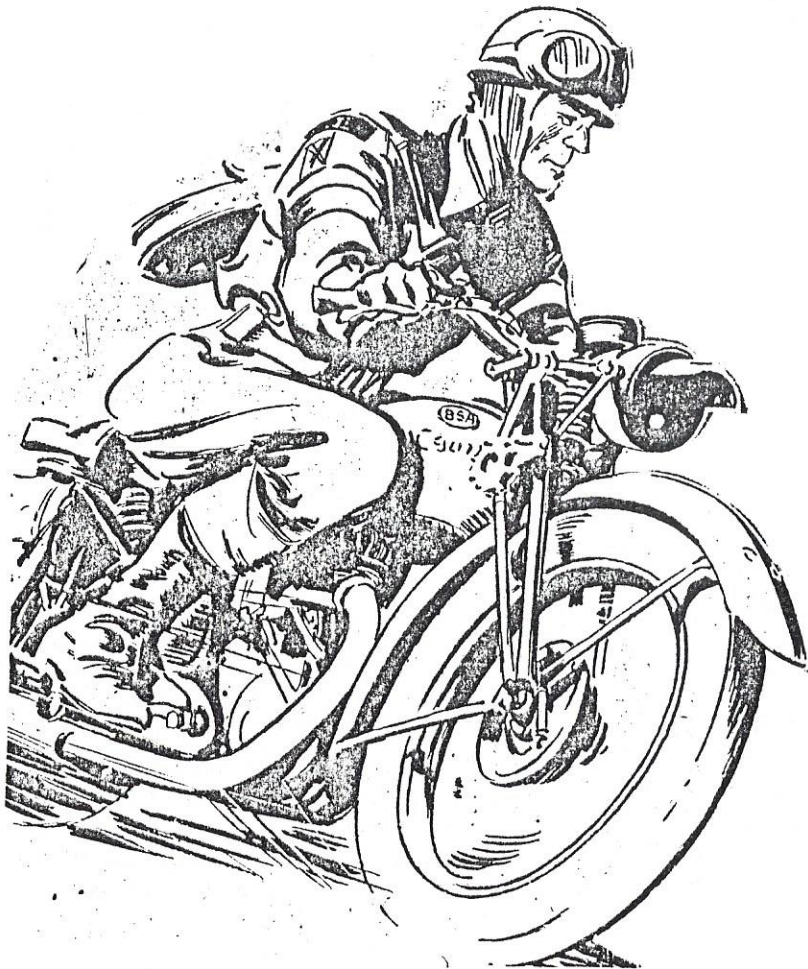
1. RLIAE
2. MSJAE
3. DZUPANP
4. NIAIDN
5. ETCOTEVLE

- C. Can you name five American Motorcycles which had and inline four engine?
- D. Complete the following slogans with a Cycle's name.
1. _____ 'built like a gun'
 2. The famous' _____'
 3. The _____ Motorcycle
 4. _____ often seen, seldom heard.
 5. _____ 'the world's best motorcycle'

factory specs, perhaps to take to the racetrack again. Some folks have all the luck. But it's nice to think of the "Porc" running at full son once again.

I apologize for any mistakes in the above text, but I figure most of the figures are pretty close as stated. I suppose Randy Maunder could help you out if you have any more questions, him being such a big Ajay fan an' all, but remember folks, you heard it here first!

Yer Ramblin' Reporter
Motor McPhreek
(somewhere in beautiful Burma)



CLUB GRAPEVINE

Our past president, Randy Maunder recently parted with his '50 AJS 350 single. Its new owner and also new member is no other than our new activities director, Glenn Pesclovitch. It's nice to see that bike remain in our Club.

Rumour has it Jim Gold is putting the finishing touches on his '66 Triumph 650 Thunderbird. We have a sworn confession from Jim he's coming riding this summer. (If it runs!)

Siggi and I were at Rollie Cook's house this fall and checked out Rollie's Triumphs. It was a chilly fall night and Rollie's TRW had been sitting outside for several weeks. One kick brought the beast to life. Rollie has done a nice job on that machine.

Another member Wayne Matewush went to Saskatchewan to visit some relatives this fall. After poking around and asking "Many Old Bikes out in these parts?", Wayne's uncle gave him an Indian Scout transmission he was using on a snowmobile. (Look for Wayne and his transmission at the next run). (Maybe he'll win the mug for oldest transmission ridden.)

And in the 'Believe it or not' Section, Siggi sat upon his Chief and went for a ride last month. Actually he piled the Chief, in parts, into the back of a buddy's pick-up truck, slapped on his helmet and went cruising Portage. But seriously I'm very grateful to Siggi - he found me an engine for my 1911 Merket, at this year's Davenport Meet. Now if only he can find me some gas tanks ... well maybe next year.

CLUB GRAPEVINE (Cont'd)

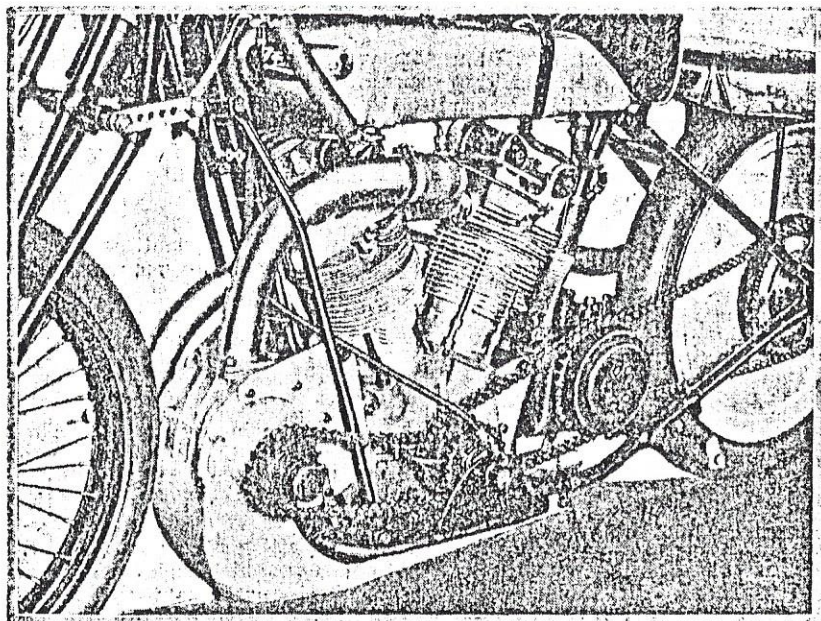
Terry Olenko has grown tired of his 1980 Triumph 'Bonneville' and is looking for something a little older. (Someone should tell him you can't get anything older than a new Triumph).

I'm curious to see if Ryan prints that last line.

by Craig Kraft

--- Of course I'll print that last line Craig - it's quite a compliment. Triumph's have been around for quite sometime. You should have been there at the '37 Earls Court Show. You couldn't get near the stand.

The Management



A close-up view of the engine, showing how the Centric supercharger is driven from the mainshaft. The torque members for the front down tube and the rev-counter drive off the end of the mainshaft will also be noticed. The shield under the supercharger conceals the carburetor.

engine, and this is the origin of the AJS's strange engine layout. Excess heat is dissipated by the ample cylinder head finning, plus all the cooling derived from sticking the cylinders way in front of everything. Laying the cylinders flat helps lower the bike's center of gravity, and most folk won't argue, this is a good starting point for good handling. With clip-ons, its huge gas tank, the jungle of supercharger piping snaking in and out, and racing (read: big n' loud) megaphones, the 1946 Porcupine was a very exciting looking proposal.

Unfortunately, in this form, the Porcupine was never really given a fair shake at motorcycling history. The "bad guys" of this story are the F.I.M. (Federation Internationale de Motorcycliste or some such), the ruling body of European racing. They had decided, in consideration of the German and Italian "supercharged" dominance, to give the other guys (the Brits) a better chance, and banned supercharged machinery from sanctioned racing. AJS found out much too late about the ban, and had to hastily convert the Porc. to a conventionally aspirated layout. Designed, as it was, for superchargers, it never really took to "plain" running, and didn't really measure up to modern (post-war) unblown machinery.

Les Graham took a Porcupine to first place in the 1949 500cc World Championship, and almost first in the 1949 Senior TT, lost by a sheared magneto shaft two miles from the finish line, and pushed home to second. 1952 saw Rod Coleman ride a "despiked" Porcupine to fourth place in the Senior TT. The cylinders were inclined upwards at 45°, and the prickly fins gone, cleaning up the design considerably for the '52 season. A.M.C. discarded the Porcupine design after 1954, in favour of further development on the 500cc twins, G-45's and G-50's, and the day of the "Porc" was over. Recently, however, a member of 'Team Obsolete', (the classic racers from the states) has picked up an ex-works 1949 Porcupine, and is restoring it to full

"THE PORCUPINE THAT LOST ITS SPIKES"

I guess everyone has a soft spot deep in their heart for a certain bike. Some folk like designs by Val Page and Edward Turner, while some go ga-ga for specialized machinery, some off racing specials, like George Brown's Vincent powered "Nero". Usually, success on the race track attracts admirers and one only has to compare the race record of the Norton Manx with the legions of fanatic Manx enthusiasts. My own private favourite never really made it on the track, but is (was) so different, it seems like an underdog, and I always root for the underdog. I'm talking about the 1946 AJS Porcupine.

The Porcupine had a fairly straightforward swingarm frame, with sliding telescopic front forks, and a huge, graceful gas tank. The exceptional feature of the Porcupine was its power unit. Designed, alternately, by either Joe Craig or Ike Hatch, depending on whom you talk to, it was originally conceived as a parallel twin with separate cylinders, laid down in front of the crankcases. Beautiful gear driven overhead cams (yes, two of 'em) operated the valve train. The crankshaft drove the gearbos via direct gear drive, and four gear ratios propelled "Porky" down the road. Very noticeable is the feature from which the Porcupine got it's name. The cooling fins are ubiquitous all over the motor, particularly between the cam boxes, where approximately 120 spiky little fins jutted directly forwards into the air stream, hence the name.

You see, the Porcupine was originally conceived a competition for the German and Italian pre-war racing specials, who had racked up an impressive array of victories in the last twenty years, relying on exotic valve arrangements and supercharged (blown) machinery.

The Porcupine, in it's original form, featured a supercharger bolted to a cradle cast on top of the gearbox. Now mind, a supercharged engine runs considerably hotter than a conventionally aspirated

THE PRESIDENT'S NOTE

Alright everybody this is your new President speaking so give me your full undivided attention. During my rein as the "fearless leader" I intend to make 1984 as interesting and involving as humanly possible.

Along with our usual routine (runs, meeting, etc.) I have a few more plans up my sleeve, such as every single meeting having some form of entertainment. Slide shows, Films, displays or even a guest speaker will occupy a portion of our meetings. Ross has volunteered to do a display and speech on motorcycle license plates. I'll do one on antique toy motorcycles, and Siggie is going to do one on collectables. All these should be pretty interesting and informative. If only one person learns something or appreciates these displays, they have served their purpose. Try not to miss them.

Siggie and I have also planned some informal rides this summer where we will phone up members who have bikes which are running and rideable. We'll meet somewhere and go for a ride to Lockport for a hot dog or where ever we want to go that day. Kind of like our Donut runs but these are actually going to happen.

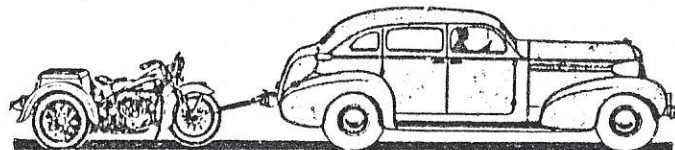
It also appears that our Club has been lacking in its enthusiasm lately. Our meetings are always well attended, but our runs, social events, and shows are another thing. It was mentioned at one of our last meetings that if we didn't have a Club like ours we would all be alone with no sources of information, fellow enthusiasts, events, etc. With our Club there are members we can ask for help, advice or just a partner for a Sunday ride. The amount of personal experience and knowledge some of our older members possess is invaluable. It's one thing to read about old bikes in a book, but it's something else to hear it first hand. Speaking of books our library also holds many irreplaceable volumes which can benefit everyone. It's understandable every club or association has its 'down' periods, but let's not make a habit of it. I want this year to be remembered as the year 'things got rollin' again'.

I could fill a few more pages on this subject alone. We're not together in our Club just to hold meetings or receive a newsletter. We're together to share a common interest in old motorcycles. If you're proud of your machine, show it in one of our displays. If you like to go riding phone up another member who might just otherwise go out riding by himself. And if you're stuck with a mechanical or restoration problem, see if one of us can help. Check your roster to see who has a running bike or similar interests. Give it a shot even if this doesn't work out, we can't say we didn't try.

Before I go I just want to point out I started a quiz page with this newsletter just to show how simple it is to contribute something. So if you get to that page and shake your head and pass it up, thinking you can do better, please do, because that's what we are after. Your participation.

Over and Out

Craig Kraft



MOOSIBIN, SASK. (NP)

Pictured above is a recently discovered Photo of an early (1938) experiment in Robot Law Enforcement.

This radar-controlled, riderless servicar would follow speeding motorists, grapple on to the bumper, and slow the law-breaker by applying its powerful brakes.

The device, however, was vetoed by police unions as depriving men of honest work.

by R. Ampage

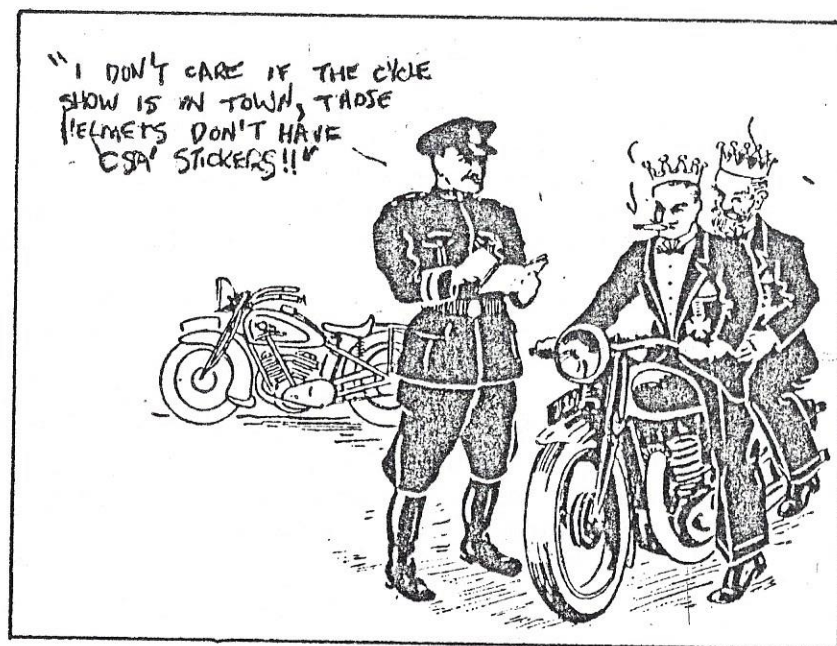
REPORT FROM ACTIVITIES CHAIRMAN

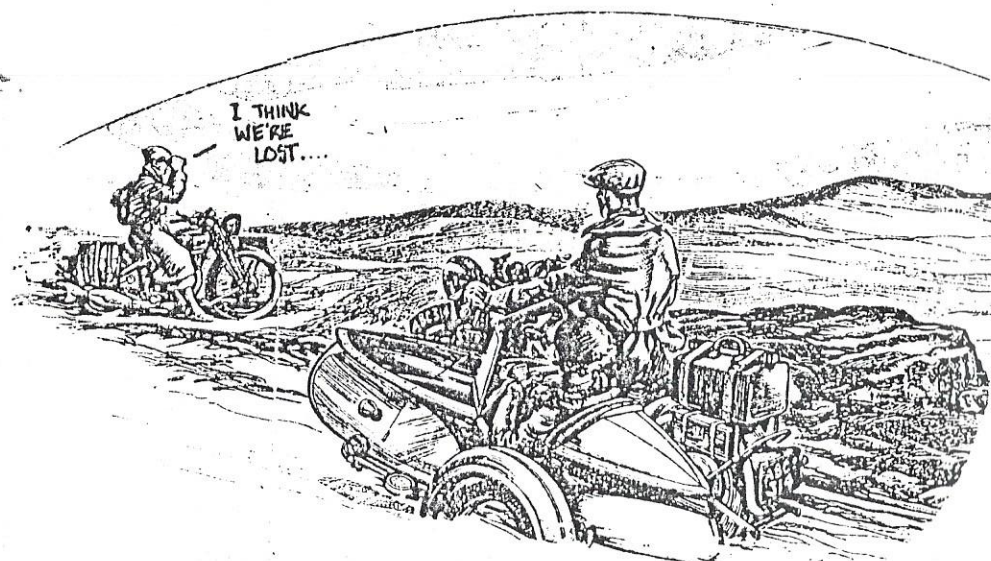
G. Pesclovitch

Our Cycle Canada Exhibit on Feb. 10 - 12th is well on it's way. We have approximately 15 Bikes committed to showing and participation this far has been very encouraging.

Any Members that I might possibly have missed, who wish to display their Machine/s may call me at 582-8876, during the evenign. Transportation can be arranged.

I am looking forward to seeing as many participants as possible to what I am sure will be an excellent representation of our Club.





MOTORCYCLE NAMES ≈ HOW MANY CAN YOU FIND?

FBAMCMOJERMPO RHOB CASBLNR
 DSTRIUMAHONDASRNMHJTWOOU
 LTBYOBPPADNUZTIONEXVAYTD
 EMBINDOBSWJACETRDNECAPHG
 IOENDDROSNEARWETYDEL RPAS
 FPFOFIVENNIXBNCOIEEOIJTW
 NLEIRAAIOLRTAGHNENNC TXEE
 ERFLXLVRODTILVEH THOE ARHH
 LCRSLRTHEHDM S IOMFORTJAPD
 AFEDNOAYINCPSDIANDVTOMRM
 YBTRPEOMIMEJFEIHCJNEUMWA
 OONTTICRAAHARLEESEKIBTAO
 RTOOIKHNNJAMESFOCGRWFRT
 WQSORNAUILSTCODNMTNDELST
 FAICBEZONVPNOQIRSTM MCAWO
 RAJSULVEWXYBAVTAMWNXSJMC
 MNNBOOTCMXBENORSBRAVJKBO

thank to: JERRY OLENKO

ANSWERS NEXT ISSUE

THE WINDER

"Tell me about your old bike Grandpa!" said Jimmy.
 "Well son, tell you what. Here's a different story"--
 -- and Grandpa Began:

"The sun seemed to shine a depressing shade of blue into my bedroom through the window that morning. I remember very well groaning as I sat up in bed, slowly piecing back together the events of the night before. After a very well attended and very long (finished at 11:30) A.M.C.M. meeting, the pre-requisite cuppa after, and the cold ride home with cafe bars and broken shocks, I dimly recall my roommate mentioning something about a party happening at our house in half an hour, and then, oblivion. I knew without looking that the house would be destroyed, my bike was probably covered in spilt spirits, and the dog had probably gone on the carpet, several times. It had been a bad week so far, and it was only Tuesday. I pulled on a pair of pants and headed for the kitchen.

The kitchen, as expected, was unrecognizable, a mass of discarded party debris. The odor wafted up from the floor, bringing to mind just how rich the breweries must be, considering they seem to have more pull in this country than the Prime Minister. At this point brain overrode my stomach signals, and decided a good ride on the motorbike would be much better than attempting breakfast in this disaster area. I grabbed my jacket and pulled open the screen door. That's when things started to get weird.

Outside, sitting where my bike was supposed to be dripping oil, was the strangest two wheeled contraption I had ever seen in my young life. My actual first thought, I'm proud to say, was concern for my own missing machine. Keeping my eye on the "motorbike" in front of me, lest it try and escape, I once again thought back to the night before.

I'd parked "Judy" (that's my name for my ole "Parnoscetti Cleveland Special, 1954, of course)

last night, I remember, and locked it (I'm not so sure) to the fence, fully expecting it to rest it's little piston rings until I felt the need for a scoot. "So where's my bike?" I asked myself, "and what exactly is this monstrosity left in it's place?"

(See the brave human creep slowly closer. It's always like this the first time we meet. He's got little beads of sweat on his forehead. Puts up a good show though, I'll try not to scare him.)

Moving closer, where I could see the bike better, I saw that it wasn't really a monstrosity, but rather more like a motorcycle skeleton with just about everything imaginable hanging from mounts and hoses everywhere. There was so much clutter in fact, that it almost seemed to be changing and metamorphosizing before my eyes. I brushed the illusion from my mind, shook my head, and looked again. There were parts on this bike from virtually every motorbike ever produced, or at least it looked that way. Too much!

Way too much, in fact, accounting on this morning (and the night before) had left me in a strange frame of mind, what most call 'hangover'.

Up to this point, I had managed to control the spinning rooms, deafening roaring noise from everywhere, and still remain on my feet. However, the visual image of this "bike" (still using this term loosely) overloaded my already overloaded grey matter, and I elected to sit down and ponder events before I fell over. Lo and behold, there sitting beside my toolbox, lay a weather-beaten old book, with the cover missing, but obviously some kind of manual on account of the grease prints ubiquitous on the tattered pages. Curiosity piqued, I bent down to pick the book up, but as I was straightening up, I spotted a glint of light in the air over in the general direction of the 'bike'. "Something on the tank", I said to myself as my eyes focused in the poor light. The forgotten mystery book fortunately, I stuck in the back pocket of my jeans, for,

SHORT NOTICES or

"LAST GASP"

Craig, in response to your query about British size tools, if you are really desperate, Snapon Tools carries lovely new ones, but they charge an arm and a leg.

All you new members out there who are wondering why their names aren't printed in the "New Members" bit, it's because there is no New Members" column this month. Stay tuned for a special "New Members" page next month.

I'll have you all know that this first issue has just about cost me my sanity. It's a silly job but somebody's got to do it.

There is no definition to the word 'FNORD'! There are some things that man is not supposed to know. Fnord's must be seen to be believed.

Let's have a big hand for the typist, (no, not me, the other one), and you all know who she is. Thanks I.R. .

Let's have the sound of one hand clapping for my roommate Alias Hatte, who lent me his lousy typewriter to do this page, and who folded some of the flats on the condition that I would print his name.

And finally, yes, I'm going to get a phone. Sorry about any mistakes or omissions, but we here at the office are only human, so far, and we do our best (most of the time).

Ta Ta till next time ! ! ?

Last British motorcycle maker gone

COVENTRY, England (Reuter) — The once dominant British motorcycle industry was laid to rest yesterday when the machinery of Triumph Motorcycle, its last manufacturer, went under the auctioneer's gavel.

The Triumph co-operative, a pioneering exercise in socialist-style worker control, called in liquidators last August after a vain struggle against growing debts.

Triumph was sole survivor of an industry that dominated world markets with motorcycles from Norton, BSA, Velocette and Vincent. Japanese companies accounted for about 90 per cent of the motorcycles sold in Britain last year.

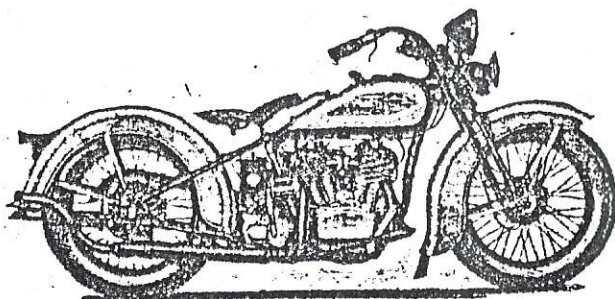
THANKS TO THE
"WINNIPEG
FREE PRESS"
FOR PERMISSION
TO COPY THESE

Contributed by
JERRY
OLENKO

Triumph motorbike legend to live on

LONDON (AP) — The Triumph motorcycle legend, which apparently ended when the worker-owners of Triumph Motorcycles Ltd. voted to go into liquidation last August, is to live on under the new management, the company said yesterday.

Les Harris, managing director of the engine parts-maker, Racing Spares, said he bought the Triumph name from liquidators of the company in south-west England for an undisclosed sum. Racing Spares, based in nearby Newton Abbott, formerly made parts for Triumphs.



The 1,200 c.c. HARLEY-DAVIDSON

DID YOU KNOW

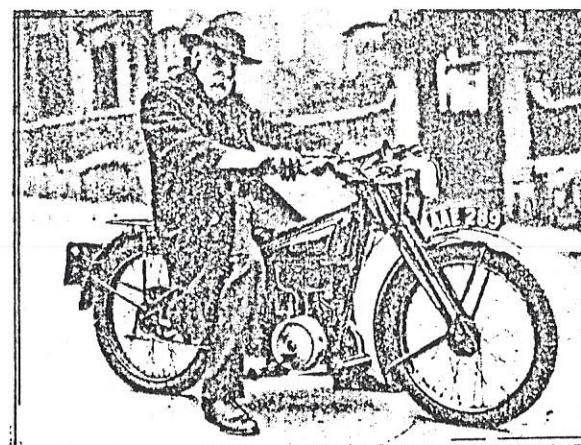
- * Sir Lawrence of Arabia owned eight Brough Superior Motorcycles?
- * Triumph Motorcycles were originally founded by two Germans in 1897?
- * Harley-Davidson also made a Snowmobile in the 1970's?

unbeknownst to me, I was getting precariously close to the greatest possible threat to human sanity that I have yet ever experienced. I was minutes away from something that would seriously strain all known limits, inner and outer of anyone's collective reality and in doing so, stir up my own personal aggregate and time fnord space fnord continuum!!!

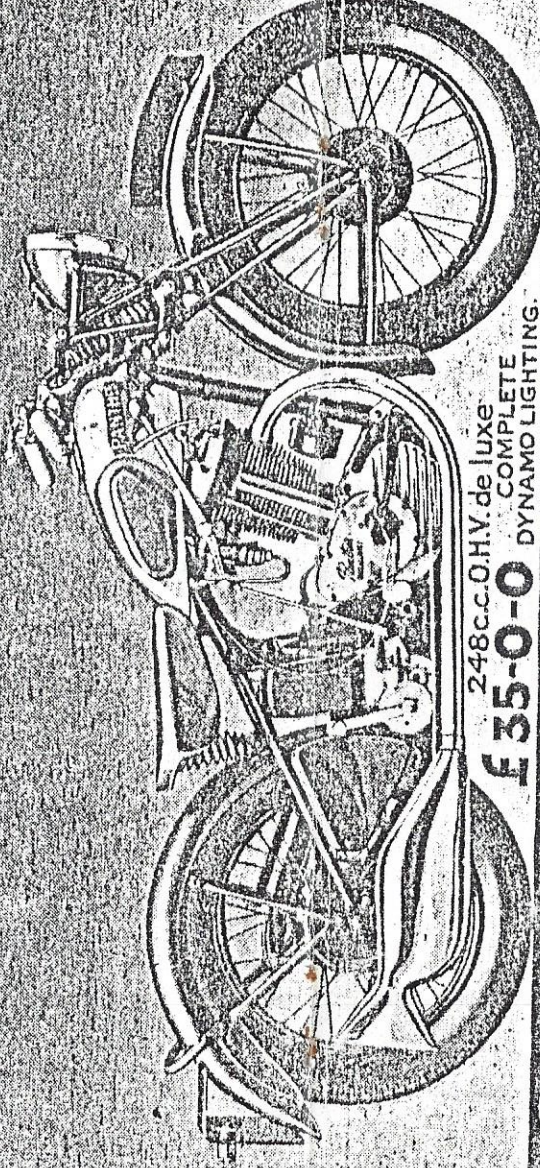
All of this was, as I said before, unbeknownst (I don't know if that is a real word or not, but I like the sound of it) to me at the time, and as I got closer to the machine, very dim in the shadows, but reflecting everytime the light swung this way, (funny how the wind just came up like that. I can hear it now, but I didn't notice it a minute ago.....?) I could make out some writing on top of the tank. Raindrops suddenly starting clattering on the tin roof overhead, and thunder clapped and rumbled in the sky, as the light swung over to illuminate the lettering on the tank.....

It said "TIMEWINDER"

(to be continued)



THE NEW 1938 RED PANTHER



248cc. O.H.V. de luxe
£35-0-0 COMPLETE
DYNAMO LIGHTING.

£5 SECURES DELIVERY 18 MONTHS TO PAY

65 M.P.H.

6/3 TAX

115 M.P.G.

Compare the 1938 Red Panther with any other 250 within £10 of the price and you will find that in appearance, specification, and performance Red Panthers are miles ahead. RELIABILITY, ECONOMY, and LASTING WORTH have established their reputation as the World's finest motor cycle values.

350 c.c. O.H.V. MODEL £39.10
Complete dynamo lighting

ILLUSTRATED CATALOGUE
FREE

HIGHEST EXCHANGE ALLOWANCE
FOR CAR MOTOR CYCLE

I have for exchange a c.c. O.H.V./S.V.

Dyno/Gas which I value at £ In exchange for a c.c. model Red Panther

NAME

ADDRESS

PRIDE & CLARKE LTD

158, STOCKWELL ROAD, S.W. 9

Phone: BRIXTON 6251 (100 Lines & Extensions) Grams: PRICLARKE LONDON