

CONTENSE  
April, 1984

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~THE BOOKWORM~

Poor old me, I got lost for a while and missed the Febr. bulletin---but Mike caught me and we've done the March Newsletter.

So far we've received 30 or 40 issues of "The Motorcycle" from Mr. Bird in Brandon. Thanks much. The vintage paper makes good eating? HA! HA!

Also received various M/C mags, an Accessory Mart Catalogue and BMW Bulletins rolled in.

Mike says we've finally got our 2 new hard cover books entered in the library---"early Motorcycles", very technical; and "Golden Oldies" a collection of Classic Bike roadtests.

I surprisingly found an advert for a 300 lb. bike trailer in a 1954 mag from England. And it was 4 ft. high in the collapsed position. I wonder what that would feel like behind a 500c.c. hard tail? Rolling right along, anyone remember a brand of bike to use a V-belt to drive the generator? (That's dynamo in English). And what about a lockable twist grip---used in 1954 that's a unique anti-theft device. #%?\*/#@¢ OOPS! Fingers slipped.

The Febr. Library draw prize was won by Tiny R. Matthon Motors donated the 4 Litres of 20-50 juice. Thanks, guys!

As I have to fill the page---here's a bit of garbage regarding lights, Marchal don't make their own bulbs, nor do Cibie. They're usually made by Phillips, who say short bulb life is most often caused by voltage surges. Like starting with starter motor with lights on. So watch them surges! Use the kick starter, if you have one. The German made bulbs are the better of those made in Holland. The Dutch use a ceramic holder for the globe, and it is prone to crumbling in use. Not so good, eh?

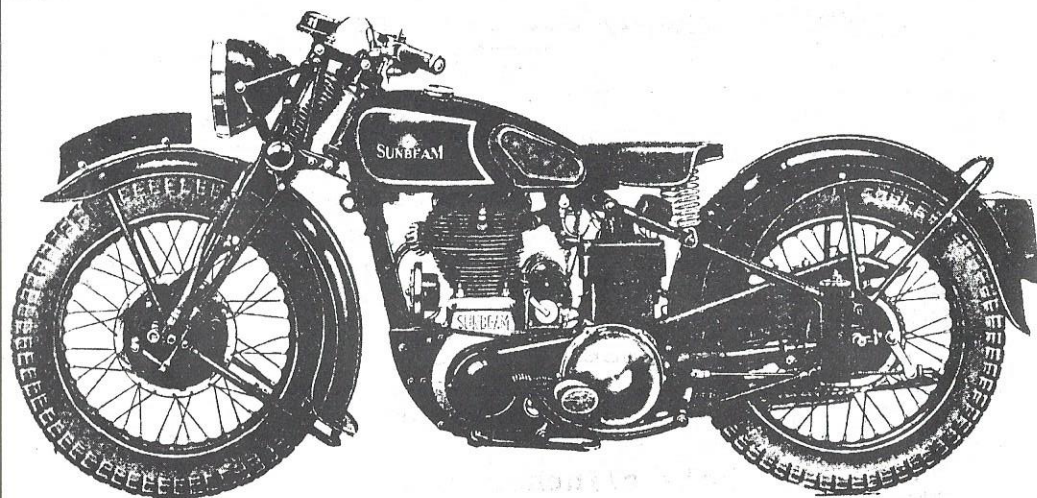
Well, that's it for now, I've found a good book to get into, see you next time!!!

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

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



DID YOU KNOW: The Villiers name came from Villiers Street, Wolverhampton, where John Marston Built his proprietary engine co., in 1898. Later on, in able to concentrate on his newer Sunbeam marque, John passed the Villiers name on to his son, Charles.



EDITOR ----- RYAN PATTON

Rust'N Pieces is the Official Bi-Monthly publication of THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC. (Est. 1977)  
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## EVENTS CALENDER

### ANTIQUE MOTORCYCLE CLUB OF MANITOBA:

-SPRING!!run.Be there on May 27,June 3 raindate  
-Corn roast.Food! Sept.15,Sept 22 raindate  
-Mall Show at the Garden City Shopping Centre  
Liela and McPhillips June 13-16

### MANITOBA MOTORCYCLE CLUB:

First run of 1984!! May 3rd.

### The WESTERN MANITOBA PIONEER AUTO CLUB:

-their annual 'Carnival of Collector Cars'  
at the Keystone Centre in Brandon April 28-29

M.C.A.A.C.: Swap Meet May 26-27

### 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.

### CANADIAN VINTAGE MOTORCYCLE GROUP:

BARRY RALLY at Molson Park in Barrie,Ont.  
June 22-23-24 1984

### More Answers:

The motorcycles that we could find here at the office for last months word serch were:  
AJS, Ariel, BSA, BMW, Indian, James, Norton,  
Royal Enfield, Vincent, Zundapp, Triumph,  
Velocette, and whatever else you can find.

A---

This month's mystery bikes are:

A -- 498cc AJS ohc twin 1947 Porcupine  
from England.

B -- 269cc Excelsior single ,1914 model  
from USA

## THE EDITOR SPEAKS

It's two thirty in the morning, Saturday morning, in fact, and I'm sitting in front of this here typewriter composing this drivel. All my regular readers out there will remember that I always seem to bestay-ing up to all hours of the night, writing, just as I did last issue. Oh Lord, when will it all end..? The only difference this time around is that the weather outside is a bit nicer. It's actually quite amazing how warm it's been the last little while, and with the roads dry and all, there is really no excuse not to take your bike out for a ride.

(you can tell it's two thirty in the morning. Forsome reason I had to put my coffee on the floor, (couldn't put it on the table, no-o-o-o...) So when I stood up, I kicked the cup over, spilled all my delicious coffee all over the rug, at the same time deftly unplugging the typewriter with my foot and falling flat on my face. So what, like I said, It's two thirty in the morning)

Back to my original topic, which was, taking your shiny, running motorbike out into that lovely warm weather and riding it. Sounds wonderful, don't it? However, just to refresh your collective memories, this is March, March 3rd as I write this, and as I remember things, March is cold, dismal, and generally Winnipeg-ish.. Freezing prairie winds and silly disk jockey types doing their morning shows on location on the coldest streetcorner they can find.?? Where else but Winnipeg... Winter in these parts lasts sometime into May, doesn't it? This is certainly not the place to ride a motorcycle in winter. But still, they're out there, and I've seen 'em. Reminds me of genetic mutants

descended from fanatic snowmobilers.



I'm getting off topic again. Those genetic mutants I mentioned before, I saw them riding in January, not now, in March, but a while ago, when it was still cold. These people are the spanner in the works, so to say, of my winter riding theory. However my theories have a built in allowance for fnoords like genetic mutants, and so, we'll just gloss over them and forget they ever existed.

By the way, for all those out there who are curious, I've been diligently at work down in my Burmese Basement Garage, the BBG for short, and everything is moving along fairly smoothly. What with the motor bits back in the frame, and a wheel at each end, it's starting to look like a motorbike once more. You folks don't seriously think that all I do is sit in front of a typewriter all the time composing motorcycle fiction, do you ?

Alright already, I'm sorry, this time I'll stay on topic. Now, I'm sure you're all sitting on the edge of your seats, waiting for me to explain my theory. Here it is:

NO MATTER WHAT I DO ALL WINTER IN PREPARATION FOR THE APPROACHING SUMMER RIDING SEASON, I WILL NOT BE READY FOR IT..

Last year, it was the same story. I was all set to go with the TRW for the middle of May, a date roughly corresponding with my birthday. I figured by that time, most of the snow would be melted, dry streets, and a mechanically sound motorcycle. Sounds like a recipe for a good time. Was I wrong...

So what happens.?. Is it my fault that the riding season last year began in Febuary (with the exception of maybe a week and a half of bad weather in the middle of the month). Is it my fault that my mechanical

The Timewinder was no longer snickering, it was actually up and talking to me. It's kind of funny when you're totally mad how much you come to accept it. Knowing I had nothing more to lose, I took a chance and talked back to the bike.

"Excuse me, but exactly what kind of noises are you talking about?" (It seemed as good a question as any to begin with.)

"The racing noise, of course," said Timewinder "You know, the cheering of the crowd, the vendors hawking their wares, and most important of all, the roar of the bikes themselves."

"What kind of racing are you talking about?" I asked, only faintly aware of how silly this conversation was getting. I was actually getting used to the notion of talking with a motorcycle.

"Motorcycle racing, of course, what do I look like to you, a Volkswagon or something? Here, watch this..." and with those words, the Timewinder began a slow and wonderous transformation, the frame twisting and bending, the bars dropping down, and the engine puffing in and out, almost like the action of the human heart. And then, it was finished.

The Timewinder had changed itself into a 1920's Douglas flat twin grass track racer, very much like the picture of one that I had seen at the last antique club meeting. Worth it's weight in silver.. to a collector

"oh yes, you're right about that, it will be a collector's item," said Timewinder, reading my mind, "but that won't be for another fifty years, and today we're here to race."

This was going just a wee bit too far. Here's this mysterious talking motorbike that not only kidnapps me, but drives itself, does the most wonderful imitations, and is trying to make me believe that I am back in 1920 odd.

"And you're going to race yourself around the track I take it," I sneered, the way only a human can at a machine. "No, not quite," said Timewinder, "You are.." And I laughed..

CONT'D NEXT ISSUE



strange wind blew through my hair. My body was giving serious thought to the possibility that my brain was going mad, and there was absolutley nothing I could do to disprove it. I even thought that there was some kind of energy field pulsating through the handlebars. This was weird! As we spun off into the night, the Timewinder and me, a velvety blackness came over me, my brain clouded over and I passed out.

I regained conciousness, lying flat on my back on what felt (and smelt) like new mown grass. I opened my eyes, and there above me, resplendant in the sun, stood the Timewinder, making little ticking noises as the engine cooled. "Curioser and curiouser," I thought, "I can't remember starting that thing, much less running it." This train of thought was rudely interrupted at that moment by a stinging sensation stemming from my posterior, rapidly rising up my torso. Next thing, I was on my feet, stamping up and down, waving my arms in the air, looking extremely strange to anyone watching from a distance. For there, at my feet, was a large ant hill, literally covered with thousands of angry red inhabitants (outhabit-ants?). And the stinging sensation that I was expeiriencing was the tiny bites of the local red ant militia.

I decimated the ant forces with a couple of fell blows with my hand, and as I straightened up to gaze at my surroundings, I had another one of those 'shocks of your life', something that I was getting quite used to, for I had heard some strange noise coming from behind me, and I knew I was going mad. I heard, or at least I thought I had heard, the bike behind me snickering!!!

There was no-one else around, not even any farm animals, who would have looked right at home grazing on this field that I was standing on. Believe me when I say I was perplexed.

"Of course there's no animals about, all the noise scares them to pieces. But there's lots of other pasture for them, don't worry."

schedule is only three and a half months behind? My only crime was to think that I could put a semi-antique motorbike on the road, running, in this town, using British engineering principles, on a work and production calender based on the four seasons of the year!!! Sunbathing on snowbanks indeed !

Well, I'm going back down into the BBG, back to the task, or should I say puzzle, (enigma, perhaps..) of reassembling the beast, so, to all of you folk out there, those of you looking out your front windows at the sun and the lack of ice and snow, turning around to be confronted with myriad piles of greasy motorcycle parts scattered all all over your house, take heart, for you are not alone.

Now let me think, where is that hammer?

Enjoy the issue..

the E'DTR & MNGMT

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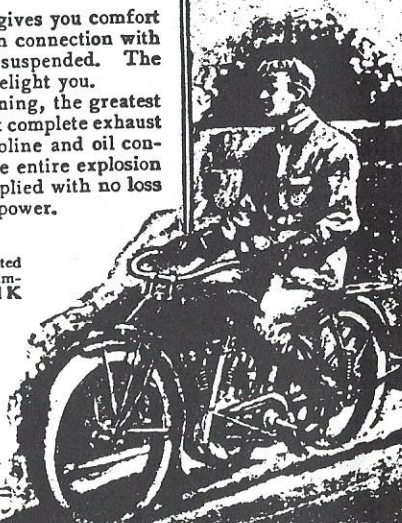
These machines are alike in quality and perfection of detail. Each is suited for a different purpose. **Model H—Lightweight—4 h.p., belt drive, imported magneto. Weight 160 pounds. A wonderful value, \$165.** **Model K—The Big Four—Big 4 h.p., belt drive, imported magneto, over-head valves, spring seat post, \$203.** **Model M—5 h.p.—Chain drive. Bosh magneto. Rear spring suspension, over-head valves, \$215.** **Model L—Twin—Twin cylinder, 7 1/2 h.p., chain drive, Bosh magneto, rear spring suspension, over-head valves, \$250.**

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has never  
been . . .  
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The meeting was opened by Craig Kraft and the minutes of the previous meeting were read. With amendments that Dave Johnson of Abate is an AMCM club member and our guest was Tom Henderson, the minutes were adopted as read by Irv Lowen and seconded by Randy Maunder.

There were 28 present with one guest - John Hayduk with a '68 500 Triumph.

The Executive Reports were given. Balance in the bank is about \$700.00.

#### OLD BUSINESS

The dates for the Spring Run to Ellison's in East Selkirk -- Sunday May 27th, 1984

Rain Date - June 3, 1984

The Corn Roast --- September 15, 1984 - Saturday

Rain Date - Sept. 22nd, 1984

The Show at Gimli is August 4th and 5th. The MMC are going out too and it was suggested we go on the Sunday and put on a display of our Bikes as part of the program.

Mike Baraschuk brought up the subject of the "Motor Cyle Magazine" subscription from England. After a discussion Glenn motioned that we get the magazine and auction it off at the end of the year, seconded by Ray Houde. Members against this.

#### NEW BUSINESS

Siggi received a letter from Vancouver Indian Club asking if we would like to exchange newsletters. (Vintage Bikes).

M.M.C.'s first run of the year is May 3rd, 1984. Their social is March 31st, 1984.

#### THE TIMEWINDER (part 2)

"Timewinder, eh," I thought to myself, "what a strange name, I wonder who thought it up?"

At this point, my curiosity got the better of me, and I threw my leg over the saddle, settling down on the seat of the 'Timewinder'. This was an uncommonly comfortable machine. Both the seat height and the handlebar position were just right for me. I was surprised, however, to find that all the controls on the bike were all strange to me. This wasn't a British machine, or Italian, nor German, or even some kind of Yank iron, and it dawned on me that I didn't have the faintest idea on how to start the motor...

(Well, we've got his attention. We'll probably be off soon. Just wait until he dials the time in, and then we'll show him. You can lay odds that he'll think himself insane. I just hope that he doesn't go over the brink...)

"There just has to be an ignition switch here somewhere," I said aloud as I fumbled around in the neather zones of the motor-cycle. Then, my fingers found it. It wasn't the ignition switch, but I instinctively knew that it was important. It was a little dial poking out from the side of the headlight, with a small knurled brass shaft sticking out from the side. I lit a match and held it up close, the light illuminating what looked like a five digit readout, the brass shaft being some kind of reset or some such. Without thinking, I reached out and twisted the knob, conscious of the fact that I should be more careful, but I was a young man then, not used to paying attention to my own common sense, and it was already too late. So much for common sense.

All of a sudden, the room started to spin around the Timewinder and myself. Colours were flashing indiscriminately by, first yellow, then green, then purple and all the others, all at the same time. I felt myself being slowly

lifted into the air, on top of the bike, and a





### ANSWERS (from last weeks 'QUIZZ')

- A. 1. Birmingham 2. Ariel  
 2. Munich 2. James  
 3. Coventry 3. Zundapp  
 4. Springfield 4. Indian  
 5. Birmingham 5. Velocette
- C. There were six to choose from =  
 Ace, Henderson, Pierce, Indian, Militaire  
 and Cleveland.
- D. 1. Royal Enfield  
 2. James  
 3. Indian  
 4. BMW  
 5. Take your pick
- E. A --- 1959 Royal Enfield. 692cc (Super Meteor)  
 built in England.  
 B --- 1922 Excelsior. 992cc (IOE V-Twin) built  
 in U.S.A.

DAETON  
 MOTO-  
 CYCLE

There was a suggestion that we get Hats made up with the Club's Crest on it -- This received favourable results.

Re. Entertainment after the meeting - Craig suggested having a photocontest. Bring in pictures that you have taken of bikes - up to 3 pictures - can be humorous, serious or what-have-you. Members will vote on them.

Glen to look into the Show in Garden City Mall.

Brian to look into posters for advertising the Club Events and Shows for Bike Shops, etc. Brian is also going to enquire re. postage for our newsletters.

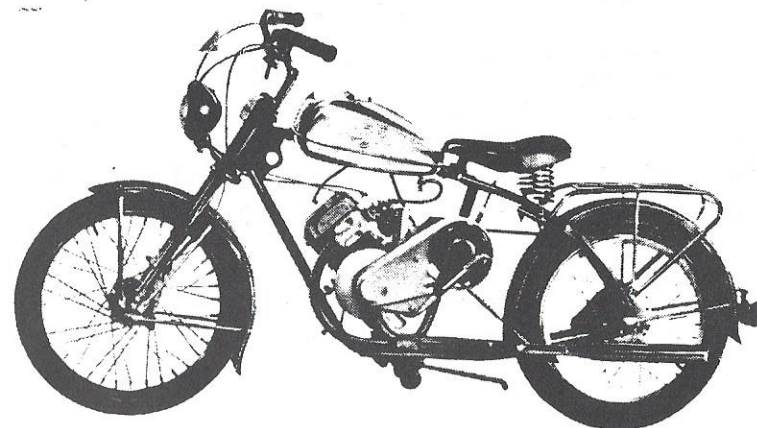
The Technical Corner was then discussed and hopefully some problems were solved.

A motion to adjourn was made by Ray and seconded by Randy. Carried.

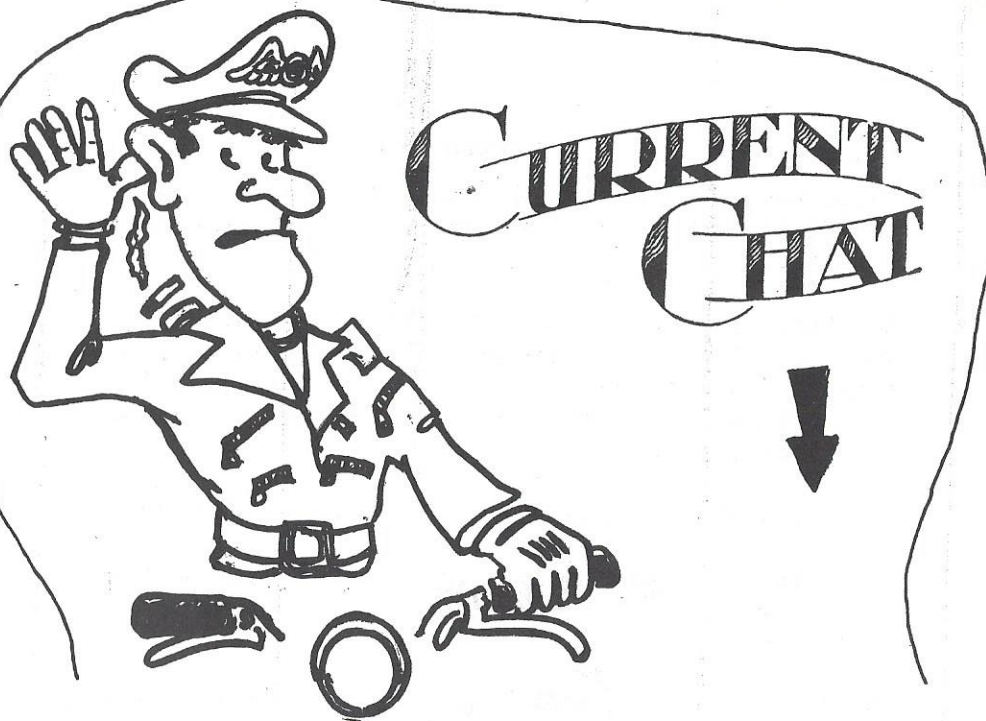
Irene Robins

P.S.

Thanks to Len Hardy and Barry Seib for the Slides they showed us after the meeting.







Being Club President offers an obvious advantage when writing this column. Being stuck in the cross fire gives me a good idea of what's going on. So here goes.....

Manitoba's own Indian Factory, located at Sigg's House, has been buzzing these last few months. Sigg's Scout is really taking shape fast. It won't be long before the spring evenings become shattered with a different kind of thunder.

Bert Bentley's Powercycle Collection is almost complete now that he got that Endor 'pixie' from me. Now Bert has a cycle motor for over the rear wheel, one over the front wheel, a Smith Motor Wheel beside the rear wheel and a Whizzer engine in the frame. Now that's what I call a "Four" cycle.

For the information of you British Bike Buffs (better known as BBB's) Randy Maunder recently acquired an Ariel Square 4 and I just plucked a BSA from a barn in Western Manitoba. They're still out there, keep looking.

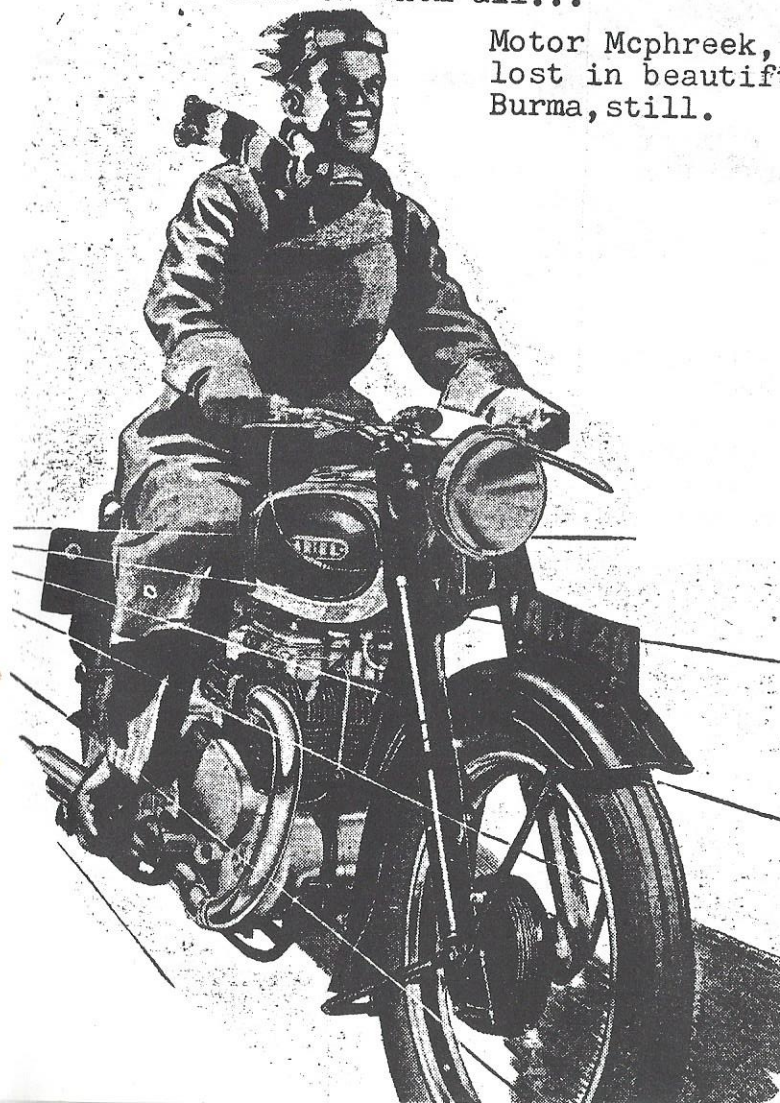
got it from Laurie Jenks, a close friend and the original owner.

Think about it folks, wouldn't you like to build something as unique and original for yourself? When someone asks you 'what kind of bike is that?', instead of spending half an hour trying to describe your 1935 such and such with the cases off that 1948 ho-hum, and other sundry parts dating from who knows when, all you'd have to say is, "I made it."

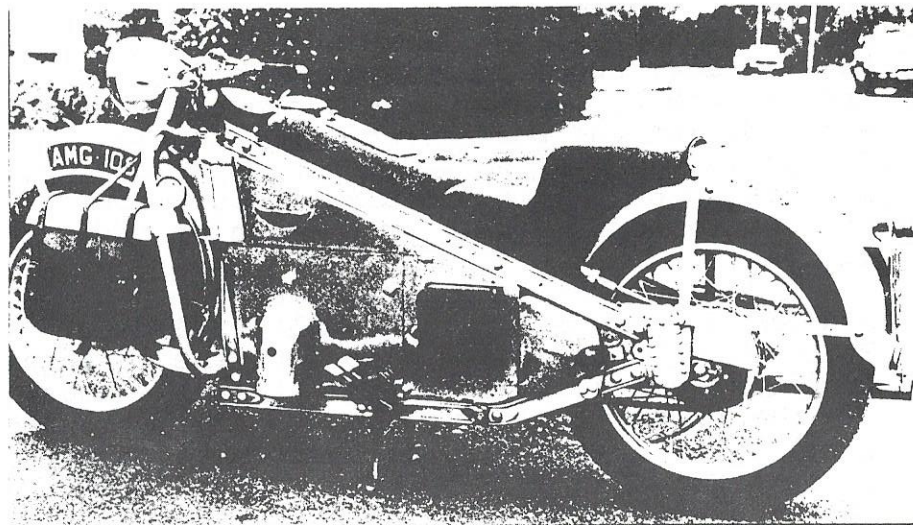
It's also better than watching the tube all night. And there you have it. The Mercury.

Perhaps the origin of the most exclusive owners club of them all...

Motor Mcphreek,  
lost in beautiful  
Burma, still.







THE 'MERCURY' 1938

I guess that about this time you're all scratching your heads and wondering, "Did it work?". The Mercury worked splendidly. It was a thoroughly road going machine with a huge 5 gallon steel fuel tank, a glove compartment and toolbox built right in. If you are familiar with "The Motorcycle", the old English magazine issues of which are in the library, the club library of course, then you might remember "Ambleside", who wrote for them back in the thirties. Ambleside road tested the Mercury at Brooklands race track in 1937, and even with the bumpy surface prevalent at Brooklands achieved 84.9mph, very reasonable for a 596cc. Legend has it the Mercury was so stable that Ambleside was able to lap the track at 70 mph, no hands. Myself, I question the wisdom of riding no hands at 70, but the proof is in the pudding, I guess..

If you had been there in 1938, Swabey and Jenks would have sold you a Mercury for the princely sum of 115 pounds, roughly \$225, although I would think it would cost a bit more these days. The current owner, Rex Light, acquired the bike from Leo Pittnam, who'd

On the subject of British Bikes, Tiny has some high quality British Gas Petcocks (the style that always seem to break at the lever). Besides Amal Carburetors need all the help they can get.

Irv Lowen's Bike is coming along quite well. Irv has done a top notch job and it won't be long before we have a new Bike on the road.

Speaking of the road, I guess I'll be hitting it.

Craig





## PRESIDENT'S MESSAGE

Well, Riding Season is almost upon us. Time to do that last minute wrenching, (vice grips for us Harley owners), and get the old machine ready for tye year ahead. A last minute charge on the battery, some fresh oil, polishing rags and we're ready for that first ride of '84 (A helmeted one I might add).

By now a few of you are probably saying "but I took my first ride of the year back in the February thaw". Well you'll pay for that with a couple tubes of auto solvol and about a week's worth of elbow grease to get those engine cases shining again. Yes, that "case eatin' brown crud" is unavoidable if you're going to to go an off season putt. But in a short while all that salt and gravel will be a thing of the past and unfortunately the future once again.

While we're on the subject of riding there is going to be a few good reasons for going for a ride in '84, besides Club functions like meetings, spring, corn roast and donut runs. There are a few others that are fun to attend.

The 'Ride for Sight' is a real 'motorcycling' event, gathering bikers who collect pledges to help find a cure for 'retinis pigmetosa'. The weekend is filled with activities, camping, etc. and it's only at Birds Hill Park so you're never too far from home. No excuses, Right.

The M.M.C. and Abate also hold or sponsor a fair amount of runs and events which we are welcome to attend as a Club or individual.

The "Canadian Drag Bike Challenge" is also another action packed weekend. It's sort of a Canadian 'Sturgis'. Don't get me wrong, I'm not trying to compare in terms of size or attendance - just importance. This is an event that has people driving across Canada from B.C., Alberta, Ontario, Quebec. All we have to do is drive about 50 miles to be there. This year our

However, the frame design was still in question. Perseverance and hard work payed off in the long run, though, and by 1933 a prototype had evolved, with the peculiar giant triangle design, made out of conventional steel tubing. With this success in hand, Jenks and Swabey set out for small scale production of their design.

The first true alloy framed Mercury came out in 1937, embodieing a rebuilt 1933 Scott Power plus 596cc engine bolted to the strange frame. Basically, it was a giant triangle made of Duraluminum I-beams bolted to alloy, bronze I believe, Y lugs. The front forks pivoted on a great 2in dia. ball bearing housed in the steering head lug, much like your hip joint. One might also notice the peculiar rear suspension, barely noticeable at that, with knuckle joints hooked up to the shock lying flat on the top tubes of the frame. Comfort was one ingredient in Jenk's idea of a motorcycle, so wittness the four inch tires and the seat that looks like the edge of a couch that were fitted. Stability and handling was the other ingredients, hence the funny suspension, undamp-ed, as Jenks believed that this system held the road better. Myself, I don't really see as to how this could have been much of a problem, for the Mercury, fully assembled with Duraluminum side covers, weighed in at app. 450lb. (guess there wasn't much plastic in those days) In total, five Mercuries were built, the last of the five being Jenks' personal mount, fitted with his own rotry valve convresion for the Scott engine. Most unbelievable of all is the fact that all five bikes were manufactured in 18 months in a regular sized garage using basically a 3½in throw metal lathe, a pillar drill, a grinder and gas welding equipment. Hmm.. And all this from a bunch of amateurs...

(cont'd next page)



## "THE MOTORCYCLE OF " THE GODS

As I was driving around chasing down motor cycle parts last week, I was pleasantly surprised at the number of riders out and about with their bikes, braving the Plus 5 or so temperatures. These are the kind of people who put their riding boots away middle of Sept. because it's too cold!! Ah well, such are the rites of spring...

Later that afternoon, I saw a fellow wobbling about on the newest, biggest, fastest Honda you can buy, and he was having a terrible time just trying to control the beast. As he drove off, I shook my head, and meditated on just how much motorcycling has changed in the last couple of decades. Nowadays, practically anyone can run down to their nearest modern motorbike dealer and purchase the fastest most developed motorcycles in the world, one off racing replicas that were, up until a few years ago, reserved for the privileged few of the motorcycle racing elite. Amazing, hmm.

It's astounding. It used to be that if you wanted anything specialized, you had to take existing parts, mix them up with a few you made yourself, work like hell and hope she ran.

This school of motorcycling mechanics is fast disappearing, and hopefully this story of the Mercury can act as an inspiration to those nutcases out there who have the patience to create some thing like this, the subject of the story.

The Mercury story begins roughly in 1930 odd, with a group of fellows from the Croydon Motorcycle Club in England, led by a mysterious Mr. Swabey and Laurie Jenks. These people had decided to build their own motorbike for none already available on the market met with their satisfaction. At the time, Jenks and Swabey ran a Scott motorcycle rebuild service, and so the choice of the power unit was no problem, the Scott being a fine machine.

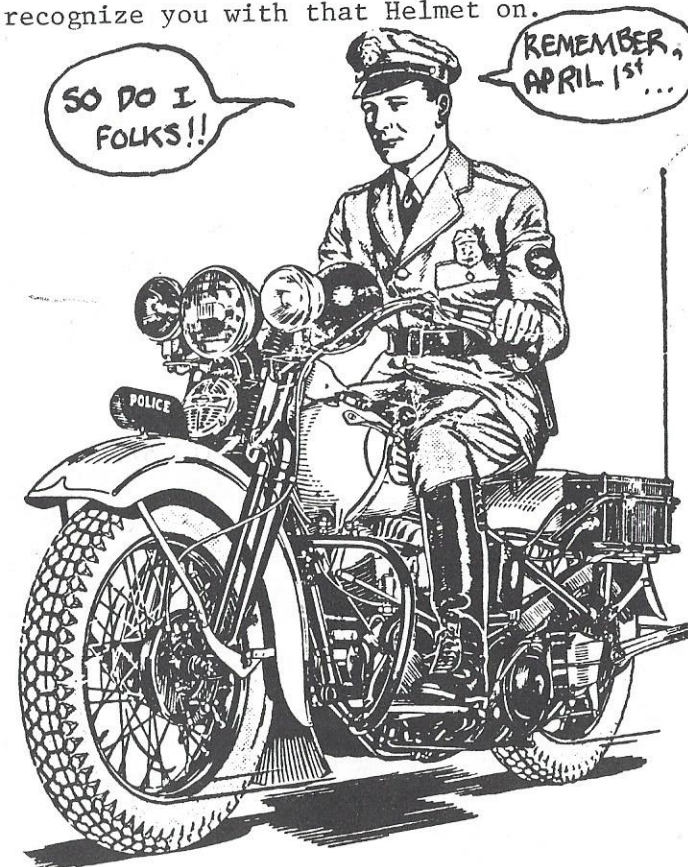
Club has been asked to put on a display of our machines as part of the program. Now this may not fill a notebook with leads or sweeten our bank account, but I'm sure the bikes will be viewed by people who appreciate motorcycles (you don't drive 500 or 1000 miles just because you want to see Lake Winnipeg). If you are riding your bike out anyway, it's a fairly safe place to park. It would also be nice to see a few older machines trucked out. If you're thinking of attending anyway, besides the free passes sort of makes it worthwhile.

Anyway my pen is ready to run out of ink so I'll be signing off. Maybe next time I see you it'll be on the road.

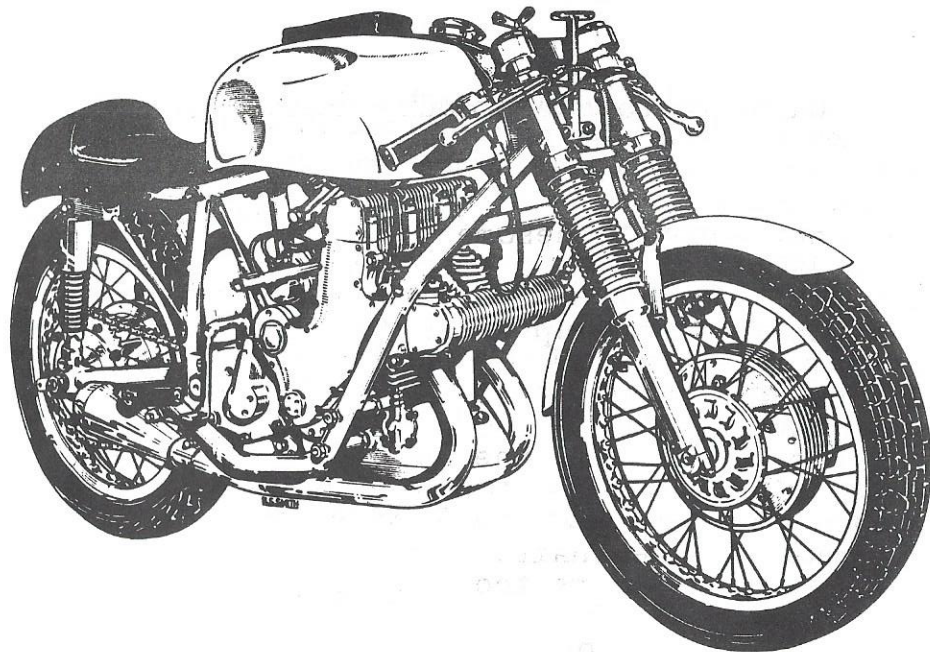
Craig

P.S.

Hope I recognize you with that Helmet on.

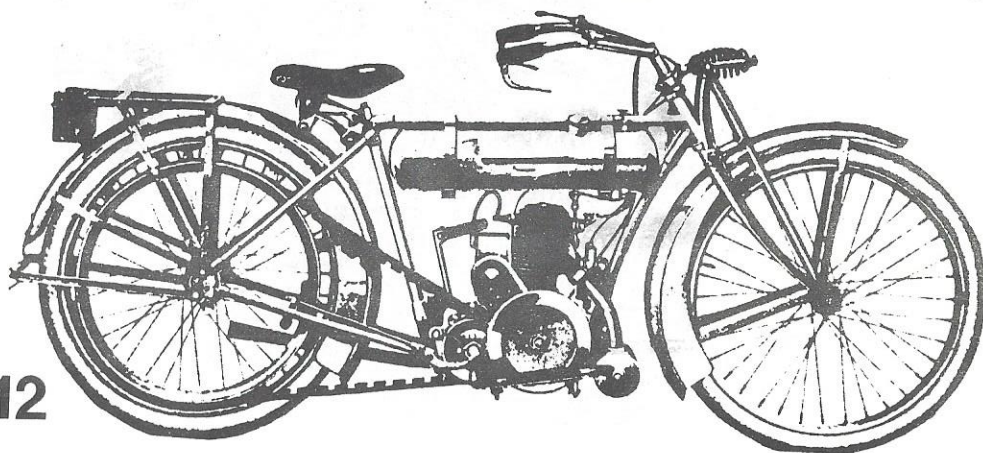






Here are the RUST'N PIECES mystery cycles. They may seem easy at first however in order to properly identify them you must get at least three of the below catagories:

CATAGORY	Example	Identify A & B
MANUFACTURER	Ariel	This example just happens to exist.Has anyone ever seen one?
COUNTRY	England	
ENGINE TYPE	In-line four	
DISPLACEMENT	696cc	
YEAR	1959	

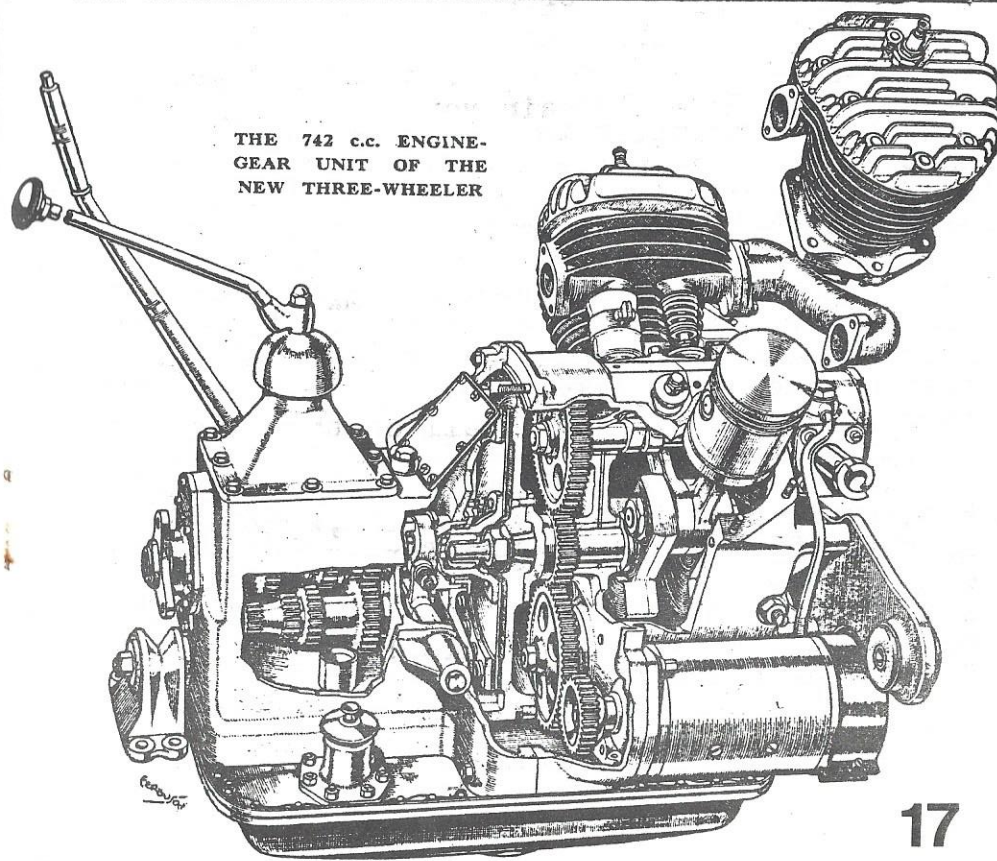


## ..LETTER/S TO THE EDITOR..

Dear Ryan,  
You and Craig did a nice job on the Feb.,er, Jan. issue.I've been in your position and I know what a job it is..  
I won't comment on Triumph;but,I will say Ariel is very user friendly,(a scarce feature these days).

Jim Harrison

(The Editor replies:) No matter what you believe,I did not make this letter above up or edit it in any way.There really is a person called Jim Harrison,and he really did get up off his duff and write me his comment or opinion or whatever.Thanks a million,Jim, you made my day.What about the rest of you budding Hemingways' out there,what's the matter, you broke your pencil or something?



THE 742 c.c. ENGINE-GEAR UNIT OF THE NEW THREE-WHEELER



## MORE SHORT NOTES:

-I recieved a late notice from the President to the effect that the DO-NUT RUNS are going to be revived in a big way. All concerned members of the AMCM should make a point of taking their assorted motor bikes down to Tim Horton's Do-nuts 1146 Portage ave. at 10am, with the idea of leaving for a modest ride at 11am. These runs shall take place on the Sundays of the week, to leave you with a nice memory to take to work Monday morning..

-I don't understand why I keep forgetting to type up a 'next meeting' notice each issue, but I did it again. However, the next meeting will take place at Rothman's April 16, 1984, and the next one after that should be on May 21st, 1984, I think. Don't worry, if the time is changed, or the date or something, you will be notified..

-New members, you once again have my heartfelt apologies, for once again you have been cheated of your rightful space in this fine conflagration of motorcycle english. However.. they tell me you are:

Ed Wiebe      1930 & 1938 Indians

Fred Jaeger   1952 250cc BMW

John Hayduk   1968 500cc Triumph

Only problem is that not all of the above three are necessarily new members, as it is incredibly complex trying to keep up with the new member roster. Regardless, welcome to you all, and the club looks forward to seeing you and your bike/s in the coming season.

-Th-th-th-th thats all, folks.!!  
Ta ta till next time..

AMCM Cultural Corner proudly presents:

## 'THE BIKER'S ODE TO WINNIPEG'

Away out in the lonesome  
amid the bald prairie  
there lies a town called Winnipeg  
six months in a deep freeze.

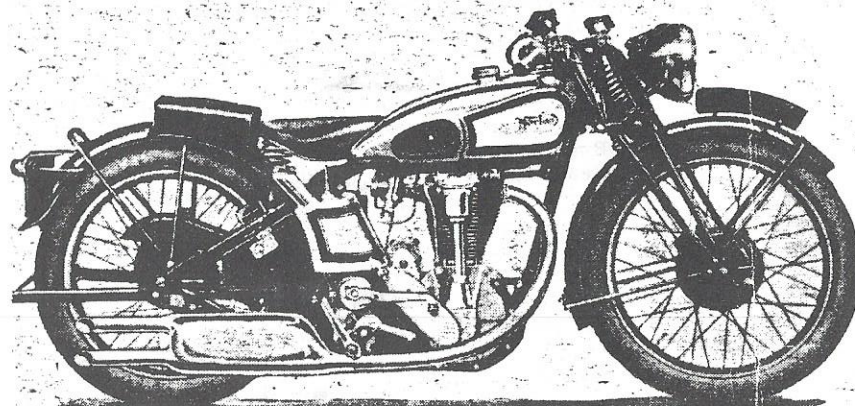
They call it civilization  
this cross-roads on the plain  
but those that ride the scooters here  
you know they're far from tame.

We have our grey haired drivers  
we got our truckers too  
they'll run you down or cut you off  
they don't watch out for you.

And the streets are full of chuckholes  
and the chuckholes full of dust  
and the dust is full of cycle freaks  
whose health is not robust.

No, it ain't biker heaven  
but it will sometimes do  
cause we get sunny prairie days  
for a month or two.

C.M. Welbanks



For 1938 that Manx Grand Prix favourite, the 348 c.c. "International" Norton, is available with a spring-frame at £15 extra

NORTON



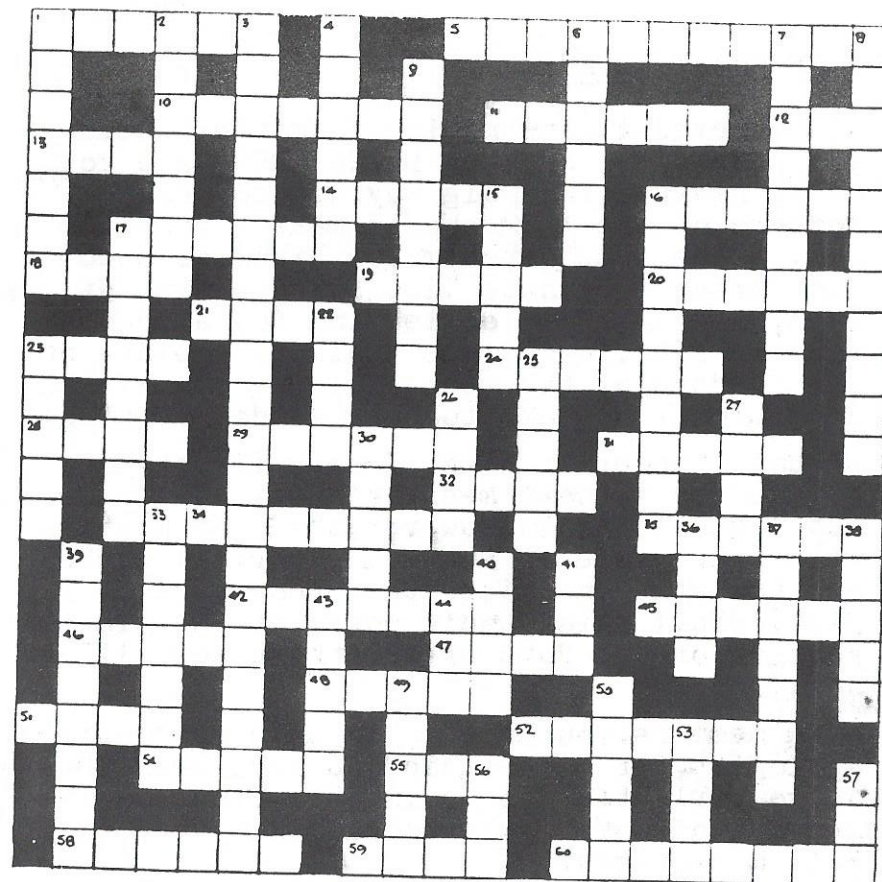
# A JAMPOT CROSSWORD.

Clues Across:

1. 'No spit' - found in the cylinder (6)
5. Type of fork (11)
10. Basin helmet (7)
11. Racing fourstroke silencers ! (6)
12. One hundred miles per hour (3)
13. Acetylene, blow or electric (4)
- 14 (and 22 down) Throttle (5, 4)
16. 'Leader' sells his bikes (6)
17. Drive belts, leather strips on panniers, etc. (6)
18. Idiots found on bolts (4)
19. Type of jet (5)
20. 'elp sir to find the gripping tool (6)
21. It circles the piston (4)
23. Petrol, diesel, gas (4)
24. Ships propellers hold things together (6)
28. Police dept found with a battery (4)
29. 'Pip hen' to end of a cable (6)
31. See 53 down (5)
32. Lama reverses into carburettor (4)
33. Does Reg reveal foot pedal ? (4, 5)
35. Sledge, toffee or claw (6)
42. Real nut found in gearbox (7)
45. Type of ring found on top of fork cover tube (6)
46. It jumps the plug gap (5)
47. Booster for 46 across (4)
48. Type of valve (5)
51. Beezas have small ones (4)
52. Head of brownies with tennis bat will hold parts in place (7)
54. Found on the railways and in the gearbox (5)
55. Going backwards makes poor lights (3)
58. Main ones found in gearbox (6)
60. You will get this if you nick the gasket (8)

Clues Down.

1. Passenger seat (7)
2. 'Pet spat' inside the rocker box (7)
3. Unbreakable ? Part of twin ! (7, 4, 10)
4. Indicates to the contact breakers (6)
6. Motor ? (6)
7. Bearing a wrist-pin. (6, 3)
8. Can Ted rent with old Bob ? The parking prop ! (6, 5)
9. One of the four stroke cycles (8)
15. Repair equipment carried in box (5)
16. Beam Changer (3, 6)
17. Sort of head containing races (8)
22. See 14 Across (4)
23. Find the chassis if ram escapes (5)
25. (and 41 down) replenish lubrication system with this (5, 3)
26. Deteriorate with continued use (4)
27. Oil, kettle, brake or clutch (4)
30. Four inside pot makes a small spindle, etc (5)
34. Mate for 48 across



Down continued.

36. Spam becomes unit of current (4)
37. 'Game not' to do with making sparks (7)
38. 4.5:1 is one for instance (5)
39. They open the valves (8)
40. Long narrow opening machined into metal for fixings (4)
41. See 25 down
43. Used to join two pipes together (5)
44. Type of low handlebars (3)
49. Le dog is make of sparkplug (5)
50. Throttle, brake, clutch or choke (5)
53. (and 31 across) foot lever for turning the engine (4, 5)
56. Ground condition suited to fourstroke trials bikes (3)
57. American petrol (3)

Answers on page 23, or thereabouts.....



Contributed by  
Randy  
Maunder  
from  
"JAMPOT"  
the  
'AJS'  
owners club  
magazine

