

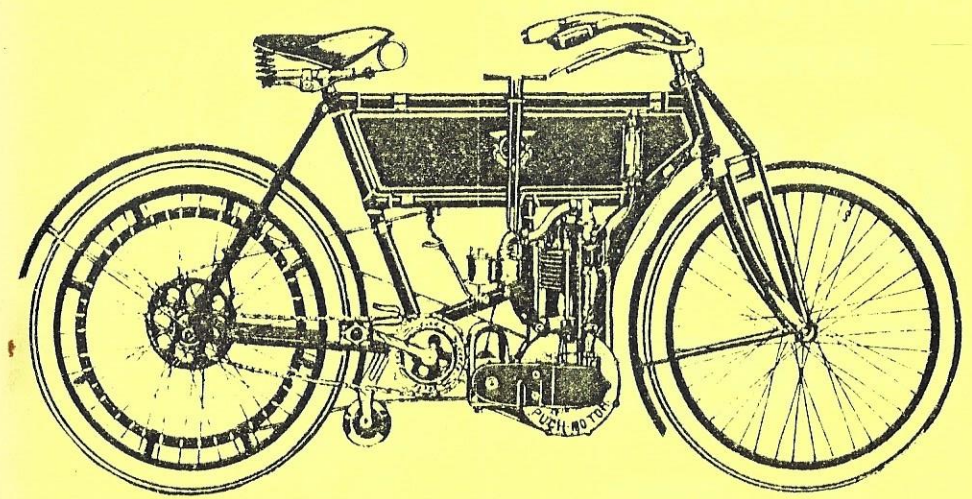
1984

RUST'N PIECES

HAPPY TOURING

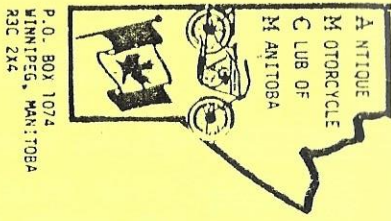
AND

FUN DAYS AHEAD



NO: 3

VOL: 7



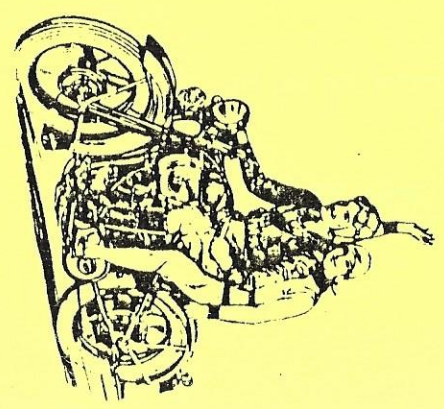
TO: Ross Metcalle

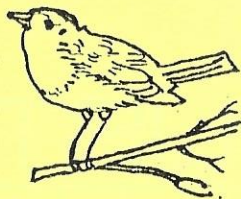
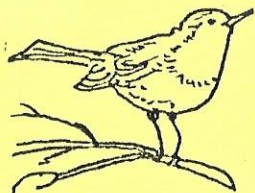
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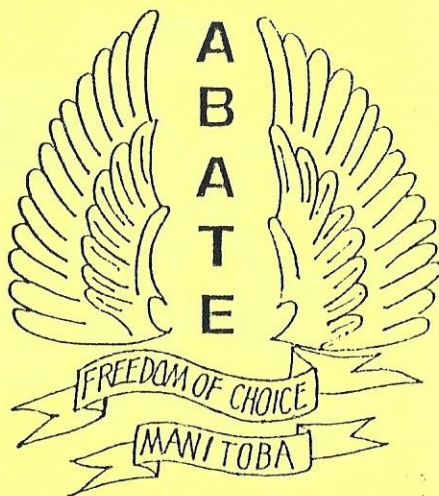
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OF MOTORCYCLING

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and memberships, please write to:

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R3C 4B5

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

WANTED: Velorex Sidecar, Contact Glenn 582-8876

FOR SALE: 1950 Ariel Square Four, newly
restored, new chrome on tank, 100% stock
condition, new exhaust system, original
Burgess Mufflers. Price \$3800
Ed Pauch, 118 Sunnyside blvd, Wpg. ph. 832-0255

WANTED: a good home complete with benevolent
rider for a 1976 (new 1977) Honda 350XL road/
trail bike. Original spotless condition,
4000 miles (road driven) \$800 obo. For more
information call Richard Moon 255-1056
after 5:30pm or weekends.

WANTED: Has anybody out there got a 80 mph
Corin speedometer urgently required for
my 1934 Harley single.
-also, any information, manules, advertisements,
parts or anything for a 'Pixie' bicycle motor.
Ph. Bert Bentley 8887818.

FOR SALE: 1923 BSA model: S25 sidevalve
500CC single, 3-sp. New fenders and tires.
Bike didissassembled, some restoration
and plating done. Acetylene lamps, extra trans
and bottom end. Ph. Don McCaugherty 895-0753

WANTED

- Good engine or parts for a BSA D.7 Bantam
- Stock Seat, tail light for a 1966 Harley Sprint.
- Any Flying Market Parts, Correspondence etc.

FOR SALE

- 1974 Kawasaki KZ 400 for parts or as is.
- 1977-78 Yamaha RD400 parts.

Craig Kraft
669-6047

THE BOOKWORM



Hi, gang, It's me again, crawling up the typewriter to bang out more trash! Mike tells me that the Spring run is next week-end. Let's hope the weather is good for your run.

I heard Mike's bike after he did a valve job to his Duc, so now it'll run as it should. It's too loud to have around and try to sleep.

Did anyone read the article about the Manitoba Safety Council giving the Wpg cycle cops more training?? Interesting !! We all know they will have an important job to do this summer.

I found this in the library, now pay attention... Did you know that the 76 Honda automatic was not new but about a 43 year old copy? In 1933 BSA showed a prototype fluid clutch and preselector gearbox for show purposes. In 1935, a German built two-stroke called the "Imperia", was built using a flat twin and a single speed/torque-converter set up. The Honda A and Suzuki A 450's are just refinements. The automatics don't seem to be big sellers, though. Bikers like to do it with a clutch. Did I say that? Ta Ta for now.....

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

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Advertisements, editorial submissions and other correspondence should be sent to this address. We welcome art, photographs and manuscripts. Sufficient postage and self-addressed envelope will guarantee review and/or return of submissions. The staff of RUST'N PIECES will make every effort to take care of unsolicited materials, but cannot be responsible for damage in the mails, nor do they assume any responsibility for return or safety of same.

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CONTENSE
June, 1984

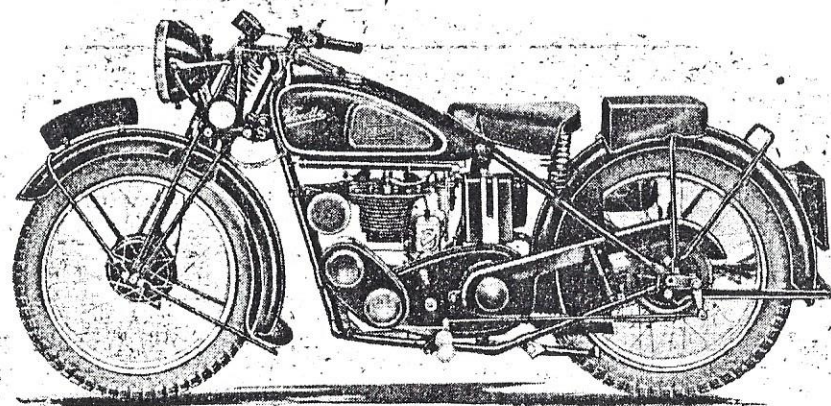
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CLUB REGALIA FOR SALE

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



Mystery Bike Answers:

This months picks were A 492cc Sunbeam single built 1924 in England and B 996cc Brough Superior 4cylinder 'Dream' built 1938 in England. There are only two of these known to exist today

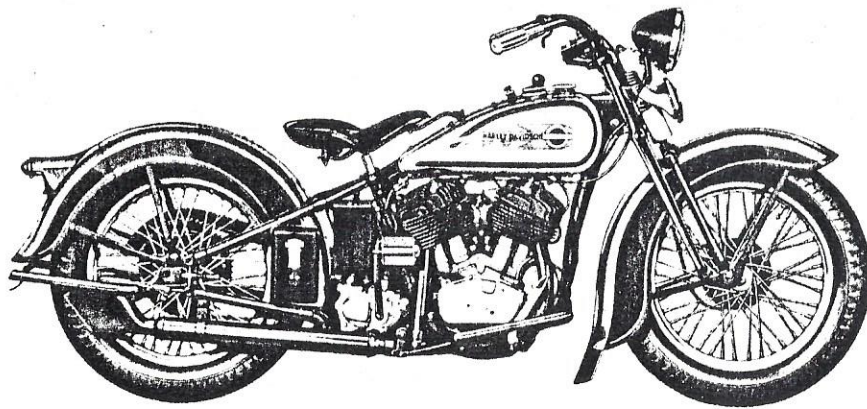
THE EDITOR SPEAKS:

All during the run I was asked by new Members and guests "Who goes to all this work?" "Who puts this on?" "Who's beautiful property is this?"

There is only one answer to that. The Ellison's and Choquette's deserve all the credit. They are great people and make every run what it is.

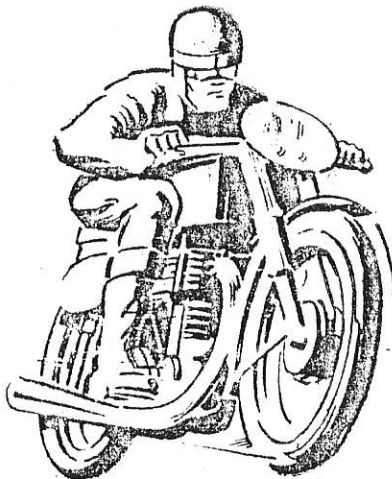
We really appreciate your efforts, use of your land and your participation.

Ride Safe



74 Twin » Right Side

As always, unfailing performance and dependability are outstanding qualities in the 74 Twin.



Well friends, welcome to the third 1984 issue of Rust'N'Pieces, the Antique Motorcycle Magazine that dares to ask: "Really, why a Donda?" But, to get down to more serious skullduggery on this editor's page, there is first some bad news, followed shortly by some good news. Yes, I know cliché's like the previous one are hackneyed, but "good news, bad news" is really the only way to describe the news. Wouldn't you rather listen to "good news", rather than just "news"? And some people say "bad News is better than no news at all." It is on a principle similar to this that I write this "news" letter (sometimes).

Bad News Dept: This is really only my personal bad news, so if you're not really interested, you can skip down to the good news section below. Bad news, the weather is lovely, my job is not too boring, but my girlfriend doesn't love me anymore and my bike, the one I was riding (Triumph 500cc) is laid up with a broken transmission. Here it is finally, spring and both my loved ones desert me in the same week. As if this wasn't bad enough, my 750 Triumph, the one I decided to fix instead of my 500, this bike possesses a 5-speed transmission that refuses to go together. Still, I persist. If the writing in this newsletter is a mite shaky, you all know why.

Good News Section! News of the month is that Triumph (my favourite) has once more been bought out of bankruptcy and will continue to be built. The investor is a man, name of Les Harris, who already operates a motorcycle business called "Les Harris Racing Spares". Harris has the rights to the vertical twin design and will be building the 650 and 750cc models. The starting price, in England, will be something like 2000, and there is already a huge demand, which surprises me in one way and then again in another way, it doesn't surprise me at all. Quality control is being improved with the use of three CNC milling

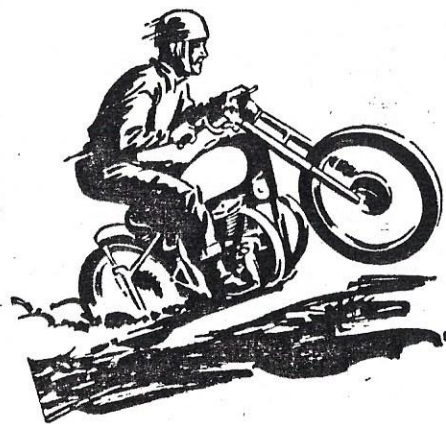
machines. CNC stands for Computerized Numerical Control, a system that renders alcoholic machinists who go on strike every two weeks, obsolete. With these machines, say, an engine case, is bolted into the CNC miller and all necessary machining is done without moving the cases again. the CNC changes it's own tools and bits, and moves to be able to machine from any angle "Leak-proof Triumphs?" you might ask? It may very well be.

Orders for the new bikes are coming in from around the world. I would list these places but it would take up too much space. 500 plus bikes have been ordered by one Arab country, and these people had already looked at other manufacturer's products. Don't they grow a lot of hashish or something in those countries? We might never know the reason why they want Triumphs, but I for one am certainly glad that there is this much interest in what even I was starting to figure was another dead British Motorcycle Company. Bes of Luck Les.

I hear tell Triumph is continuing development work on new OHC 600 and 900cc models. So, as their work goes on, I shall go on and develop the rest of this newsletter.

Ta - Ta till next time.

Ryan



the win as they managed a score of eight without stalling.

Finally a break in the action. Time to grab an ice cold brew, check out on how the food's coming along and what!!! Another event already!!!

If you've ever tried picking up as many spuds as you can from off of a drum, on a moving bike, without using the clutch - you'll know what the Potato Grab is all about. Spot's a pro -- he won with eleven.

Then things started to get a bit carried away. The sidecars were in on the action. There was only one solution, make the Dneper go in reverse gear.

By now everyone was getting just a bit ravenous from the smell of that barbecue. Beer was being consuded at a steady rate and the tunes were blasting from someone's Honda Goldwing. That just shows that Japanese bikes are good for something.

This seemed to be a good time to hold people's choice. Mark Steven's Minty Triumph 750 beat out Glenn's AJS 350 by two points.

The oldest bike was Fletcher's 1945 Indian Chief.

Finally the food was served and everyone had their share. Just as everyone started to recover from the feast Ray passed around my Skid Lit (a helmet to you shut ins) and \$125.00 was raised. Not bad considering about 45 people were in attendance.

Now just when you've seen enough food to last you a week, Ray pulls out a couple cartons of eggs. No, we didn't eat them -- we tossed them. Needless to say the executive team, consisting of me and Glenn - won. And make no Yoke about it we had a Shell time. Eggzactly what was needed to round out a perfect day.

Good friends, cold beer, great food and not a cloud in the sky. There could have been a hundred of us there only or only ten - the main thing is those of us that came out had the fun we expected.

THE SPRING RUN AS SEEN BY THE PREZ

The afternoon calm was shattered by the rumble of a pack of two wheeled machines. Bystanders stopped and pointed, children waved and best of all there wasn't a cloud in the sky. Our Spring Run was off to a perfect start.

The grass at the Ellison's started to become covered with bikes of every description. The antique and classic machinery consisted entirely of British Iron with the exception of Fletcher's Indian Chief. There were two sidecar rigs and of course we were pearl harboured by the usual assortment of rice grinders. Oh, and there were two BMW's (but there Japanese too. Arn't they?)

All the bikes had been shut off and parked except for a Bultaco dirt bike that probably wasn't shut off all day.

Ray Houde gave Glenn a hand starting off the games and soon things were underway. The first event was the Slalom and Ray proved Siggi's AJS could double as a roto tiller. The Ellison's will probably still be patching his divots when we arrive next year. Talk about cutting a mean corner.

Anyway Ray won with a 12 second time. Mike Baraschuk was a close second place with 15 seconds. But that wasn't on his Ducati of course, he borrowed Wayne's Honda 500 Mascot.

By now it wasn't shirt weather. Spot was even running around in bare feet (It must have been that COORS he was drinking).

Before the grass had a chance to recover, another event was underway. It was spear the can or in this case - spear the flower pot. Five flower pots in a row proved to be an interesting challenge and because I'm writing this report, I'll just let you know Jerry and I would have won with a perfect score of ten. We got all the pots but we didn't get over the finish line. Next time turn the gas on Jerry. Jim Ross and Plumber deserved

A.M.C.M. INC. MINUTES - May 28, 1984

The meeting was opened by Craig Kraft and the minutes of the previous meeting read and adopted as read by Siggi and seconded by Ryan. Carried.

There were 27 present and two guests:--

Wes Gauley with 1968 Thunderbolt, 1947 BSA
and 1969 Lightning

James Hladun with 1968 Triumph Tiger.

The Executive Reports were given -- we have around \$400.00 in the bank account. Glenn reminded everyone about the Garden City Show on June 13, 14, 15 and 16th. We are to receive \$10.00 per bike per day.

OLD BUSINESS

The Ride for Site is coming up on June 9th and 10th, 1984.

Gimli Show is August 4th and 5th. We are having a display of Bikes on Sunday. Six bikes for sure.

NEW BUSINESS

We are having our meeting on the fourth Monday of the Month at Rothman's. Next meeting is June 25, 1984.

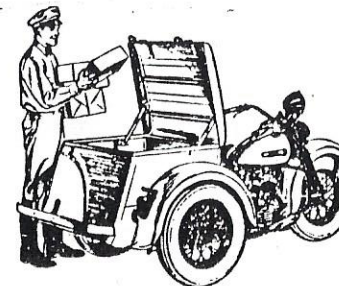
The Photo Contest was put off until the Fall - thus giving everyone a chance to take pictures this summer.

Technical Corner

A few problems discussed and who knows - maybe some solved.

Meeting Adjourned . Motioned by Brian and seconded by Dave.

Irene Robins



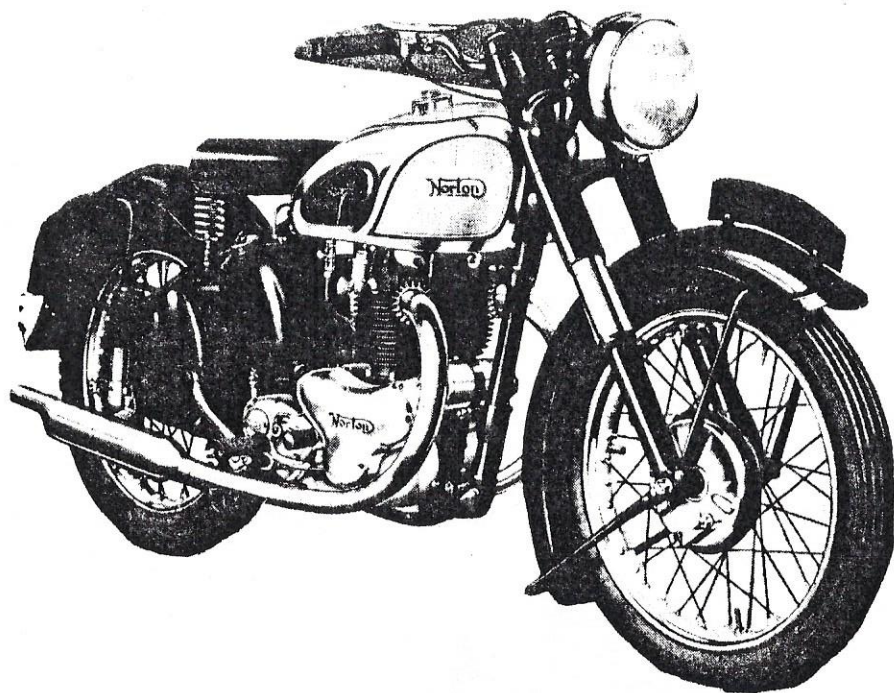
PRESIDENT'S NOTE

This message is going to be quite brief due to the fact that riding weather is upon us. I hope you would all rather be riding than reading anyway. Now that we've got some decent riding weather we should be thinking of getting together with some of the other guys and going for a ride or a visit.

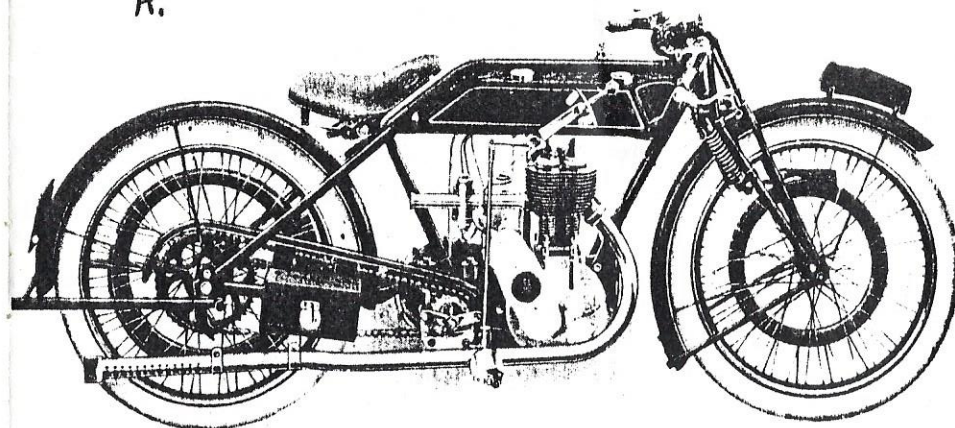
I was thinking along the lines of having something like a small Poker Derby this summer -- any suggestions?

How about having a theme for next year's Spring Run such as attiring yourself to suit the vintage of your machine. Maybe we could get a prize for the winner. Maybe even some Swarfega!

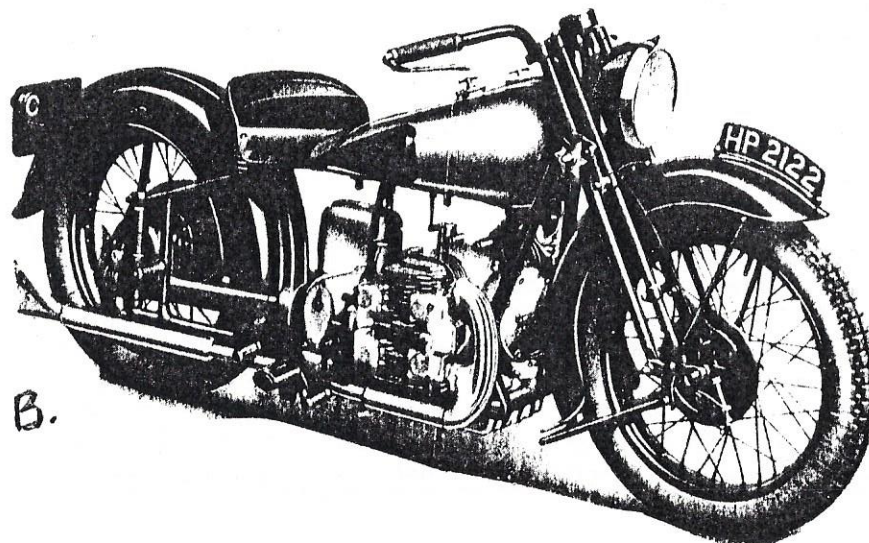
Craig



A.



OKAY - TIME MOVES ON, BUT SOME THINGS REMAIN CLASSIC, SUCH AS THIS MONTH'S MYSTERY BIKES!! SAME AS LAST TIME, IDENTIFY A&B, STATE THE MAKE, MODEL, DISPLACEMENT, ENGINE TYPE, YEAR, AND COUNTRY OF ORIGIN. ARE YOU IN THE KNOW?



B.

P.O. Box 27,
Bentley.
Perth. 6102.

AUSTRALIA

Dear Club members.

I am sure that you will be interested to learn that a reprint of the 1930 B.S.A. Parts Catalogue is now in the making. Quite a number of people have already contacted me, expressing their interest in this reprint. The 1930 book should be available for sale in the next couple of months.

This soft covered is approximately 175 pages thick and contains illustrations and descriptions of every part for all B.S.A.'s produced in 1930 - 16 models in all from the 2.49hp to the 9.86hp V-twin. Only 500 copies are planned and if you wish to reserve a copy for yourself it is important that you contact me as soon as possible to avoid disappointment. Write enclosing an addressed envelope and 2 International Reply Coupons and I will contact you when the book is ready. No deposit is necessary at this stage.

The retail price for the 1930 catalogue is \$14.70 (Australian) plus postage. For orders over 5 a special price is available.

Later in the year it is hoped that the books for 1947 and 1958 will be available. I will look forward to hearing from you,

Yours sincerely,

David W. Brailey
David W. Brailey

B.S.A. MOTOR CYCLES

Catalogue of

REPLACEMENT PARTS

For all 1930 Models

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Telex: 31782

Dear Sir:

I am interested in sidecars, but you can hardly find informations about old American & Canadian sidecars here in Germany. Perhaps you can help me.

Which sidecars have ever been produced in America or Canada?

When were they produced?

How were they looking like?

Also I am looking for informations, photos, maker's catalogue or technical advise about these sidecars.

Perhaps you know somebody who is specialist on old sidecars.

For a change I would help if anybody has trouble with an old German motorcycle.

Many thanks for your kind help.

Martin Franitza
835 Plattling
NLBELUNGENWEG 32
WEST GERMANY

This fellow seems to be quite sincere, tho' I'm at a loss to figure how he got our address! Anyways, if anyone can help, I'm sure he'd appreciate it, and you would probably gain a friend.

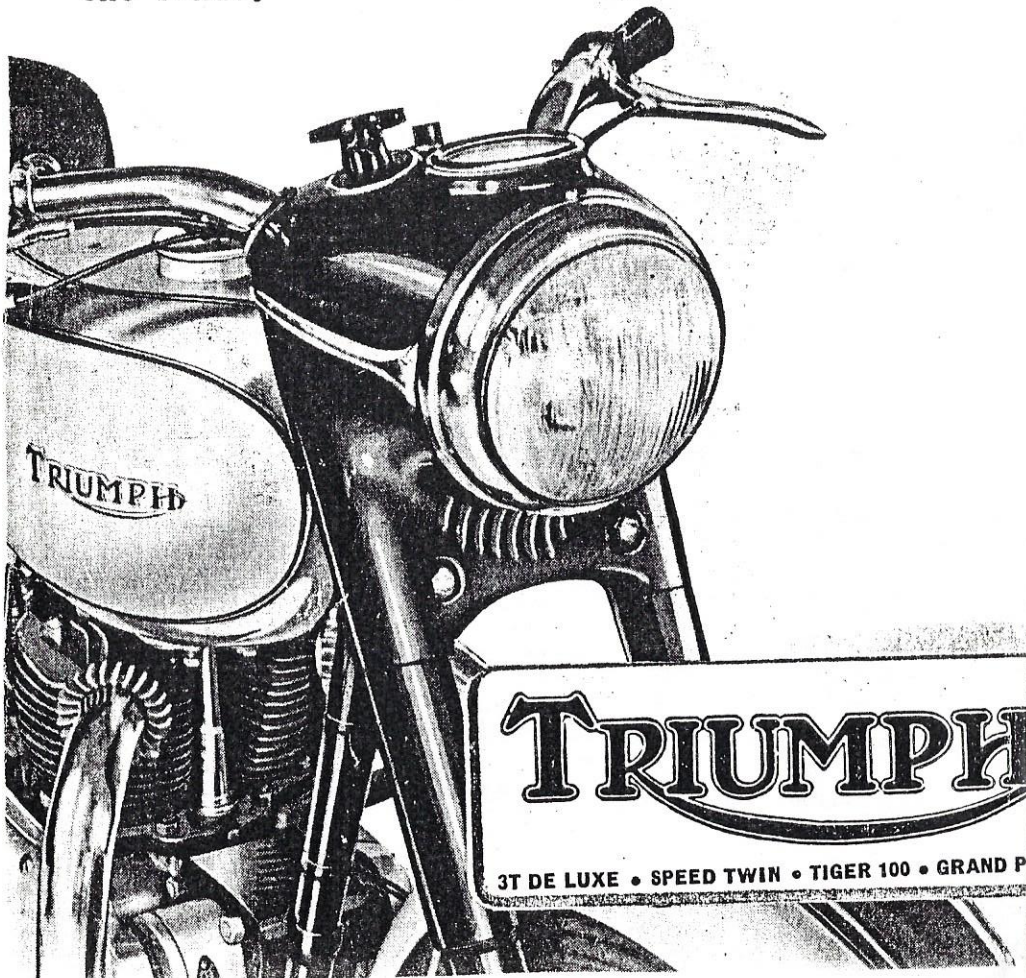
Ryan



THE TIMEWINDER (PART THREE)

I can't really say why I laughed, probably a nervous reaction, but something sobered me instantly. It was the realization of what the Timewinder was talking about. It dawned on me that.. "Are you trying to tell me that I'm driving in this race?" (I was screaming at a motorcycle, remember) "That's ridiculous. I've never ever in my life raced on a track, much less on any kind of grass track!"

"Don't worry about it," said Timewinder, "It's easy. After all, I do most of the work. It's only left hand turns, and all you have to do is hang on, and, stick your leg out when we go around the bends."



Short Notes

First of all, for ten points, guess which editor is awake typing when he should be sleeping? If you guessed someone with a name like Paul Sullivan or that other idiot over at the Sun, well, then you'd be wrong.

-I'm pleased to announce the indoctrination into our club of a couple of new members. They are:

Wesley Gauley, rides a 1968 BSA Thunderbolt

James Hladun, who rides a 1968 Triumph Tiger

Donald Halfyard, and I am not aware at this time what kind of motorcycle this fellow drives. I guess I have the entire western world behind me when I say "welcome to the club, and hope to see you and yer bike out and about, etc etc etc

-If you have ever been ill, with a terrible stomach flu, (don't tell anyone, but I think I got it from being sprayed by that cankerworm pesticide) you learn to appreciate your friends. Many thanks to Marcy G., cause she did a lot of work on this newsletter this month when I was to ill to do it. Now, if I can only get a few volunteer writers.....

-Thanx again, and probably every issue until this newsletter gets another typist, is that master of the keyboard, some know her as the Imp, but loads of applause to Irene Robins, who also helped out a lot.

It's getting distinctly hard to coordinate my spelling brain with my typing fingers, and so I shall sign off for this issue. Hope you liked it. zzzz zzz z zzzz z



EVENTS CALENDER

ANTIQUE MOTORCYCLE CLUB OF MANITOBA:

-Mall show at the Garden City Shopping Center
Liela and McPhillips June 13-16

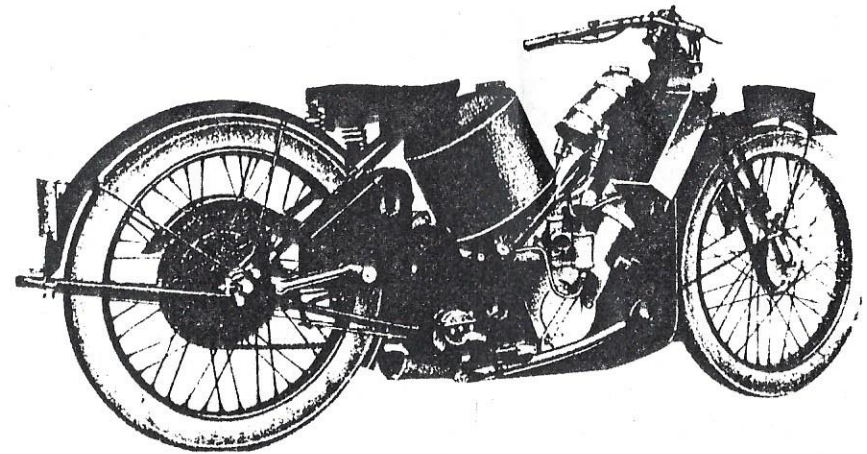
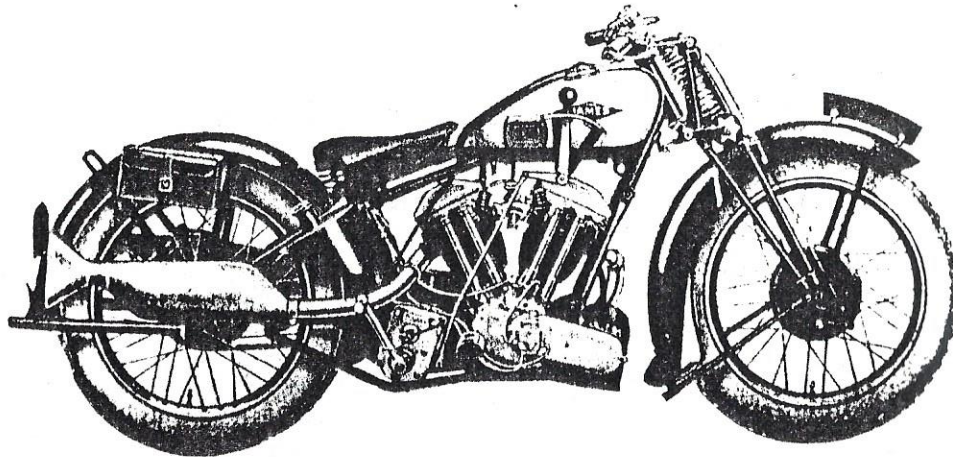
THE ANTIQUE MOTORCYCLE CLUB OF AMERICA:

-Omaha Chapter.....June 9,10 Le Mans Meet
(Le Mans,Iowa,U.S.A.)
-Chief Blackhawk.....Sept.8,9 National Meet,
Davenport,Iowa,U.S.A.

CANADIAN VITAGE MOTORCYCLE GROUP:

-Barry Rally at Molson Park in Barrie,Ont.
June 22-24

The Famous
JAMES



I was just about to reply to this latest of Timewinder's ideas, when I looked down and noticed that my clothing had changed in the last few minutes without my noticing it. Changed from normal clothes to a baggy greasy old leather jacket and a "matching" pair of leather trousers. My feet were encased in huge lace-up leather boots, a number vest had appeared over my chest, and a pudding basin helmet had found its way into my gloved hands. It was here that I came to the conclusion that, whatever kind of "magick" this Timewinder had up its exhaust pipe, it was some pretty weighty stuff, and so, I decided, it's easier to flow than to fight it. "All right," I said, "Where do we start?"

Timewinder gesticulated towards a line of motorcycles, and the corresponding group of riders, all attired in much the same kind of costume as I was wearing. "That's the start line," said Timewinder, "and the race shall begin in a couple of minutes."

With a sigh of self-dispairing resignation, I started to push Timewinder up to the line. The starting grid was a classic bike enthusiasts' dream. There was a Scott, two AJS's, Fred Dixon's Harley, and most noticeable, another old

Douglas, driven by an Australian fellow name of Vic Huxley, who seemed to be mopping up most of the other events, or so a poster I saw said. What with the billowing smoke from the peacefully chumf-chumfing engines, and the crowd dressed up in Sunday best for the races, I began to get excited. What mere mortal can resist the magic of a motorcycle thriller. "Stop daydreaming and hang on you fool, urged timewinder," the race is about to start. "And before I could get my hands down to the handle bars, we were off. The Scott and the other Douglas took the lead, and we brought up third, choking on the dust and turf kicked up by the machines in front of us. We came roaring into the first corner, and suddenly we were in trouble, as the bike seemed to be sliding out. Timewinder gassed it, and it righted itself as we came into the straight, and promptly spit a great gob of oil into my face. "Use your other foot you daft fool, stick out your left. It's hard enough racing about without you mucking about out there," urged my mechanical friend. Round and round we went, falling back, and then making up time on the straight. The crowd was being whipped into a frenzy, and you could hear their shouts above the brarrp-brarrp of the exasts. I learned right there and then to pay attention to the matters at hand, and not pay so much attention to the spectators, for I looked away from the track at a particulally pretty girl, and when I looked back, I was heading straight for the grandstand. I swerved to avoid the fence, as just when I thought we were clear, some haybail seemed to jump out in front of me, and as I was tumbling end over end though the air, Timewinder seemed to be doing the same thing, but only slightly to the left of me. We touched down together, brusing nothing but my pride, (and my butt.) Timewinder was still running, and didn't look to bent, but we were to late to get back in the race.

TO BE CONTINUED..

3



UNITED STATES **Norton** OWNERS ASSOCIATION
DEDICATED TO THE PRESERVATION OF THE NORTON MOTORCYCLE
CANADIAN **Norton** OWNERS ASSOCIATION



Greetings Fellow Motorcycle Enthusiast

I'm Dave Sherry, Liaison officer of the U.S.N.O.A./C.N.O.A. and I'm dropping you a quick note, to proposition you about a favor. What I'm after, is to see if you will do me a favor by running a small piece about the U.S.N.O.A./C.N.O.A. in your newsletter. In return for this favor, our club will be glad to do the same for you in our newsletter the NORTON NEWS. We want to let as many people know about our club as posable, and by letting our people know that your club exists, we may both expand our membership. I really would appreciate the favor. Below is a short note about our club.

The U.S.N.O.A./C.N.O.A. is over 5000 members strong.

We publish a bi-monthly newsletter, THE NORTON NEWS, featuring National and Chapter Rally coverage, a tech section by Brian Slark, want ads, and other useful articals. Dues are \$10.00 per year, and new membership may be obtained by contacting;

U.S. Sue Ballard RD#4 Box 4435 Mercer Pa. 16137

Canadian- Stephen Dukoff 191 Helen St. Kingston
Ontario, Canada K7L 4P5.

Thank you for your time, any replies may be sent to me.

Dave Sherry
Liaison Officer
2038 N. Broadway
Hastings Michigan 49058

P.S. Sorry about the Xerox copy, but I have over fifty letters to mail, and at the rate I type, we're looking at a major project.

RIDE SAFE...