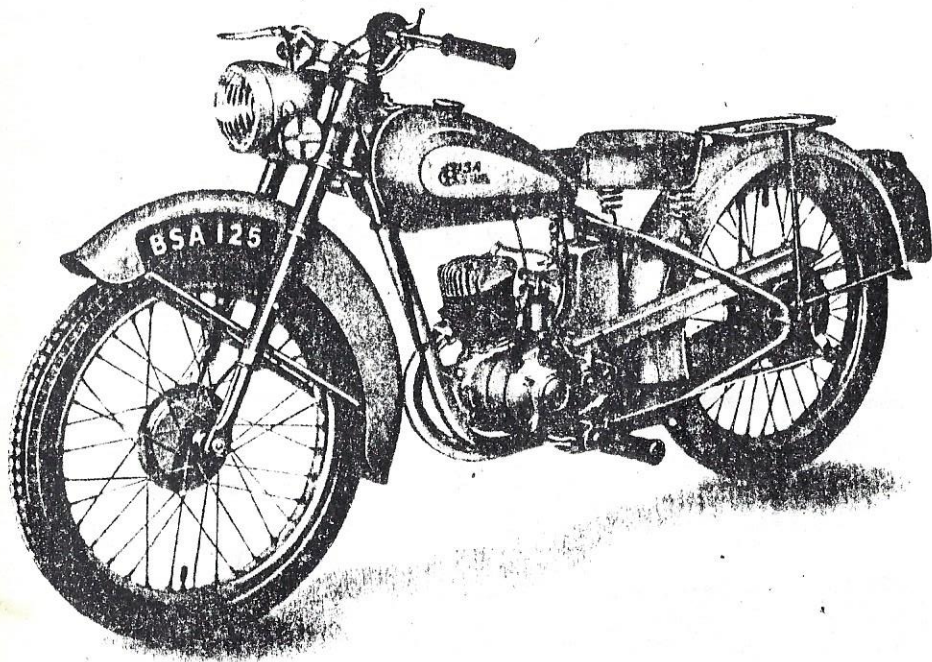


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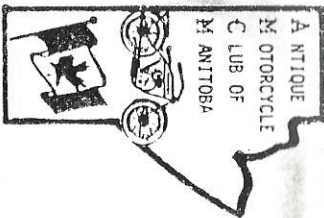
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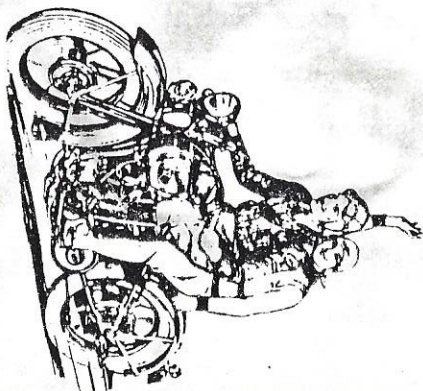
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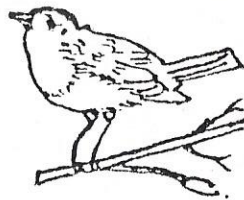
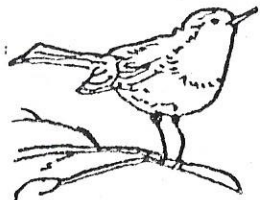
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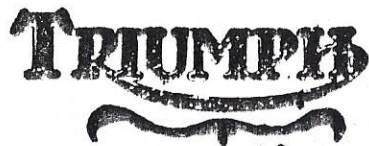
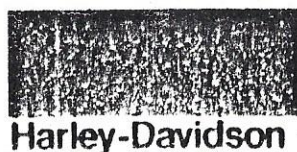
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May part exchange cheap Bike that runs for the
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\$3,000.00 Phone 837-1411 RANDY MAUNDER

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I will consider interesting trades.

This is a 1965 Zweirad Union
50 cc "Hummer"

CRAIG KRAFT
609 Talbot Avenue
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If you want a unique (or some such)
bike, buy this one. It's a good price and it's weird!!

NEW MEMBERS

- the editor

CHUCK MURRAY --- 1949 NEW HUDSON

Return of the Bookworm

Had to eat my way back into the house to use the typewriter. Mike's been busy here with the garden. Hasn't used his Duc very much so far. He doesn't know the great god of Lasagna will turn his Italian Single into a wreck if its not leaned down the occasional curve or ten.

Now, on to another subject----
Mike came back from a meeting a while ago mumbling something about Synonyms for being drunk. I wonder who he carries around with at these Bike things?

Here's a list of overheard garbage that should loosen you all up as you enjoy a cold glass of mind bender.....

Drunk....also known as;

Blitzed	Smashed
Blottoed	Snookered(donated by
Buzzed	Wayne)
Corked	Sauced
Feces-faced (What?!))	Stewed
Glassy-eyed	Three sheets to the
Half in the bag	wind
Inebriated	Tipsy
Juiced	Tobagganed
Lathered	Totally fried
Liquored-up	Wasted
Pickled	Whiskey-faced
Shellacked	

Now if that isn't a gross waste of human intelligence? But then, who said Mike was????

EDITOR ----- RYAN PATTON

Rust'N Pieces is the Official Bi-Monthly publication of
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P.O. Box 1074, Winnipeg, Manitoba, R3C 2X4

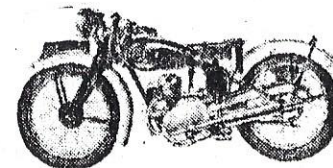
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Treasurer ----- David Tissot (Spot)
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Activities Manager ----- Glenn Pesclovitch
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★ The next meeting of the AMCM will be Aug. 27/84. ★
★ at Rothman's, as usual. The following meeting
will be (should be) Sept. 24/84. Be there at 7:30pm

Craig thinks I'm going to forget this again,
but as you can see, he was wrong. There are:
DO-NUT Runs happening every Sunday, starting
from Tim Horton's doughnuts on Portage Ave., ★
★ These are casual affairs, more of an excuse
to get out and ride around with the folks
then anything else. Be at Tim Horton's at 11am
and the rides should start at 11:30 or 12:00pm

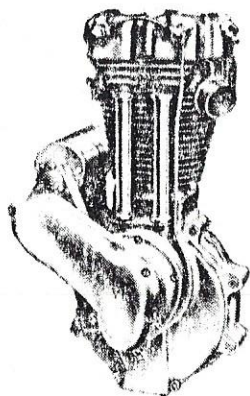
★ Aug. 12, 14, 26, Sept. 2, 9 ★

SPECIAL NOTE

THANK YOU IRV LOWEN FOR THE BRIEFCASE
TO KEEP MY BOOKS, PAPERS AND
"WHAT HAVE I" IN. THANKS AGAIN.

DAVE "SPOT" TISSOT
TREASURER

 **ARIEL**



SHORT NOTES

-Sorry folks, if you are a big fan of the
Timewinder series, but the Timewinder dropped
a valve or two, and was unable to make this
issues deadline. He'll be back next ish'.

-If anybody out there is searching for a
Dbd34 BSA Goldstar, and is getting depressed
because such a thing is so hard to find in
these parts, don't give up hope yet, because
there's one for sale (or at least I think it's
still for sale). If you've got a couple of extra
grand kicking around, give Jake a call at
888-4209(204). It's a 1958 model.

-I (me, Ryann) have got the address for the Triumph
International Owners Club, out of Florida, and
it is really worth checking out if you have any
interest in Triumph machines. If you're curious
give me a call at home. I also have a set of Amal
velocity stacks, free to a good home.

-Did anyone notice the article about Bert
Bentley in the Free Press a while back? It seems
that we have a celebrity in our midst.

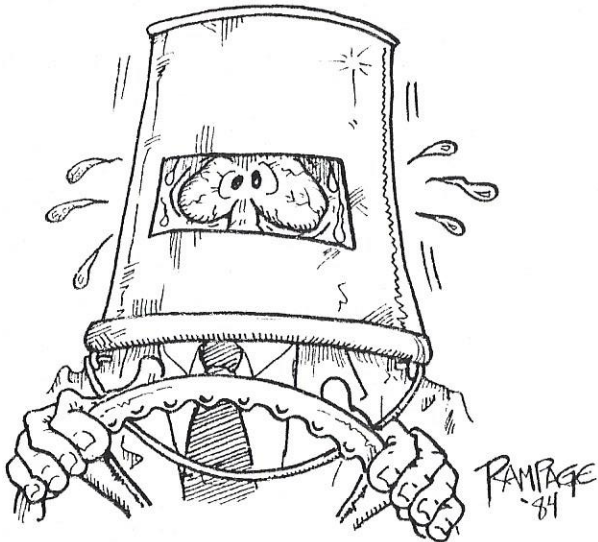
-Siggi Klann has put over 4,000 miles on
his AJS this summer. But does it count if you
have to push it 2,500 miles?

-Congradulations to club member and road-
racer Mark Stevens, who won first place in
three classes at Gimli Motosport Park last
weekend in July...

Ta Ta till next time..

HEY, MR. MOTORIST

SUPPOSE THE GOVERNMENT TOLD YOU
TO DRIVE WITH YOUR HEAD IN A
BUCKET!



WELL THAT'S WHAT IT'S LIKE, WEARING A HELMET
WHEN YOU DON'T WANT TO - IT'S HOT, YOUR
HEARING & VISION IS RESTRICTED & - MOST
IMPORTANTLY - YOU CAN'T CONCENTRATE!

A DISTRACTED DRIVER IS NOT SAFE...
TO HIMSELF OR ANYONE ELSE!

THE ESSENCE OF FREEDOM IS CHOICE

— REPRINT THIS PAGE AT WILL—No © —

The Editor Speaks:

QWAK! Howdy, sports fans, and welcome to the forth inaugural issue for 1984 of RUST N'PIECES. (I thank my lucky stars that I have only two more issues to go for this year) Hopefully, you all have your 84 rosters, some admittedly quite late, but my sincere apologies to those that had to wait so long. Blame it on the summer, because once the sun starts to shine, and the temp. starts to climb into "hot", I get a fever that's so hard to bear. Suddenly, nothing makes any sense whatsoever, except, riding motorcycles. My house is an absolute mess, living things, (science experiments?) in the sink, my dogs are starving, and I'm writing a newsletter that's due out in a week or so. Some folk would stay at home and take care of their responsibilities, and then take the bike out for a ride. I guess they don't have the fever as bad as I do...

Truthfully, I can't really go riding right now, as the tune of my motorbike is more than a wee bit off kilter. An ex-roommate of mine was in town from BC, and I lent him my ride for the weekend. Now, this fellow, he rides H.D. in B.C., and he seems to have no problem keeping it running. However, here, in Winnipeg, on a Triumph, it's a different story. When you ride Triumph all the time, I guess you get used to all the quirks and quarks and inconsistencies of these machines. My friend from B.C. wasn't used to them, and I got back a out of time, un-carb-synched, two wheeled rolling didaster. (in other words, it's normal state of tune) All I had to do was tune the beast back up, and ride off into the sunset. Sounds excruciatingly simple, right? Wrong. You see, about two weeks back, I was cruising home from work down Fermor, when all of a sudden my left muffler finally vibrated it's cracked mounting bolt loose, turning itself into a lovely chromed missile bouncing down the highway. Well, I picked it up, took it home, and decided to get another pair of mufflers. I picked up a

set at Tiny's shop, and in a flash they were on the bike and I was back on the road. Problem was, the pipes and mufflers were a trifle noisy and my neighbour is calling the cops to complain every time that I take it into the back-lane to tune it up. It started one day when he walked up and started yelling that I keep his family up and awake and rant rave etc. Now don't ask me what his family is doing in bed at 3:30 in the afternoon, but I was more than a bit angry at this fellow's attitude. Picture this for a moment, here's me, 5'9", 140 lbs., being verbally assaulted by this 6'2" gorilla of a neighbour. I told him I'd keep it down, but he didn't seem to hear me as he hung around and shouted for a while longer, and then stomped off. The thing that really gets me angry is the fact that this fellow had never said anything about this problem to me before. Instead of knocking on my door, and quietly explaining his grievance, like civilized people, he came across like some big, stupid, bully, and now we're on each other's dirt list.

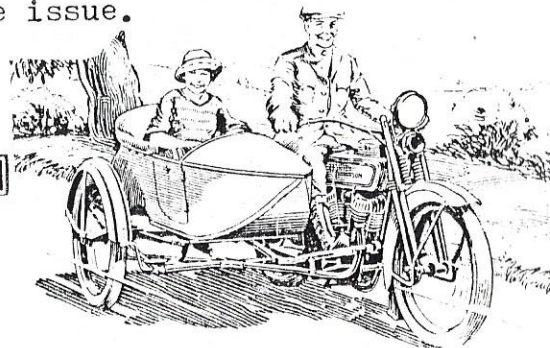
FUNNY THING, but a few years back, it was the bikers that one had to watch out for, especially if they were mad. These days, it's the fussbudgets. They have too much power, and nothing to do with it, but enforcing it on poor helpless bikers. (like me) I think this also has something to do with why we now have a helmet law in this province. The fussbudgets had no-one else to bother, so they declared open season on bikers' rights. ratsenfratezen no good busybody FUSSBUDGETS!

Anywayz, I need another set of mufflers, you know, the kind that makes your bike 'quieter'...

Anyone have a set?

Enjoy the issue.

**HARLEY-
DAVIDSON**



The Kawasaki H-2 750cc two stroke, when it came out, developed something like 74 hp, and was the quickest thing on two wheels. In a straight line, that is, for these bikes had a horrible propensity for bad handling in tight corners, and I have quite a few friends who can attest to this. The H-2 is quite rare these days, probably because people, some of my friends included, raced their H-2's up to 70-80 mph, tried to take a corner, and ended up into a brick wall instead. Oh well, at least they went fast for awhile.

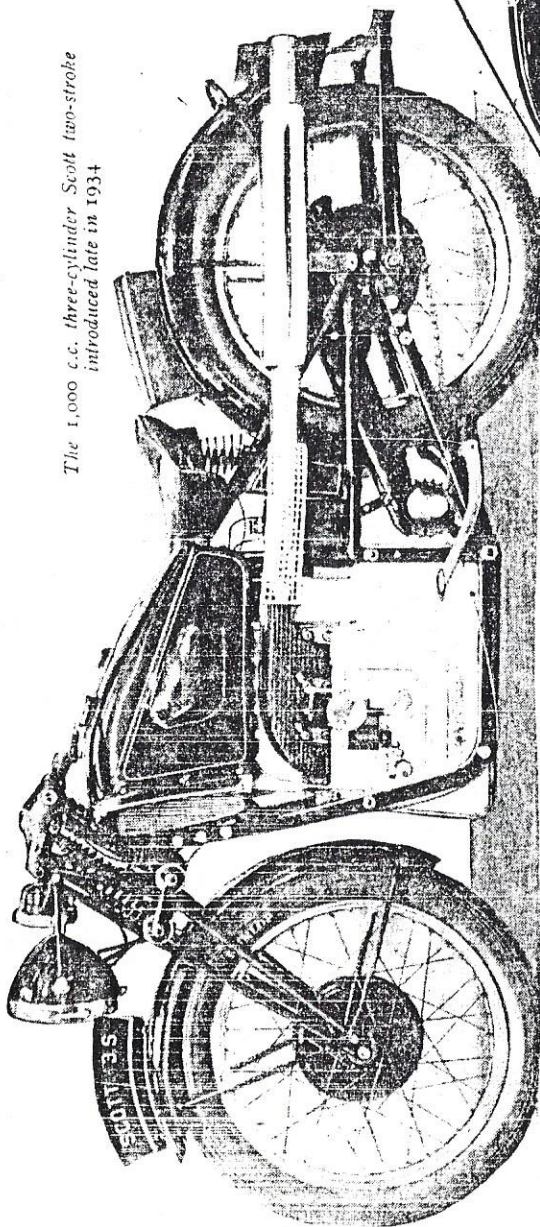
The Triumph/BSA-Trident/Rocket 3 are known as the last bastion of British motorcycle mechanics to seriously challenge the Japanese machines. Brought out to the public at app. the same time as the debut of the first Honda fours and the Kawasaki triples, it had some pretty stiff competition. To tell the truth, the Brit triples could have come out as early as 1965, but management problems postponed this date until 1969. As it was, the Triumph and BSA triples went on to a fine career in Grand Prix racing. Adorned with riders such as Carl Mann, Gene Romero, Percy Tait, and even Canadian Yvonne DuHamel, the triples won the Isle of Man race 5 years in a row.

Last but not least, and oldest, the 1924 Scott three illustrated is something that I have been searching for for a long time. You see, I have a vested (sleeved?) interest in the BSA triples, in the form of a Rocket 3 in my basement, and I was always curious if there were many triples before Bert Hopwoods design. The Scott was a 1000cc two stroke, and was reputedly extremely smooth, gobs of torque, and imminently tractible. That's all I know about the Scott 3, and I would like to know more. Now that I know that they exist, if anyone else has any information on these beasts, by all means, pass it on.

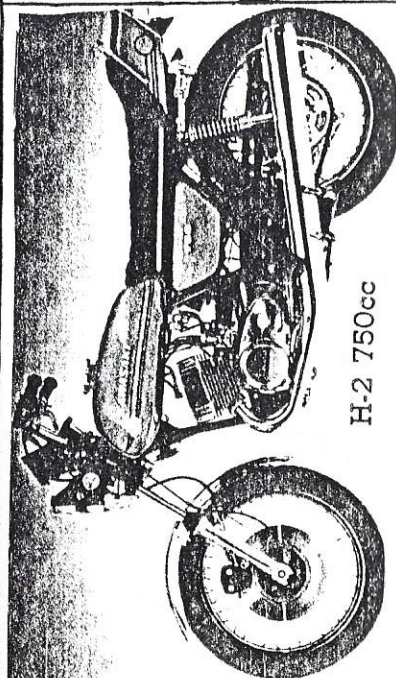
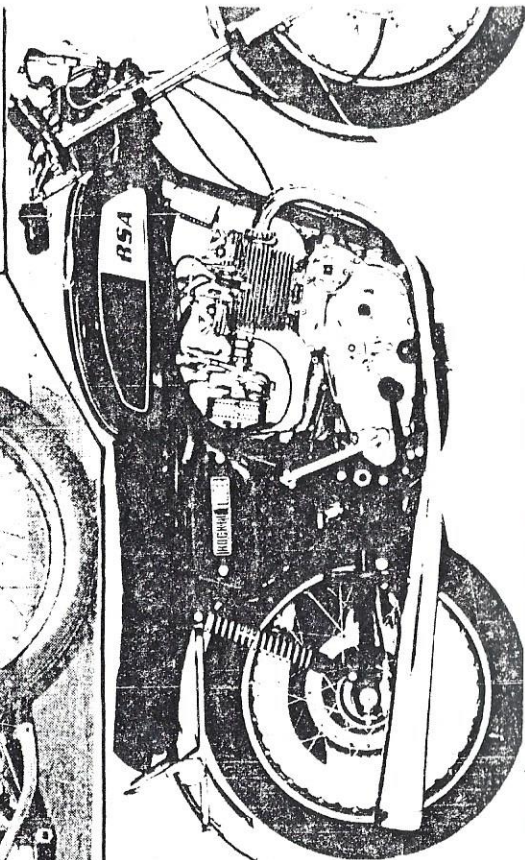
So, there's some triples for you. Wayne Matewush told me he'd saw off his left leg to get his hands on a Rocket 3, so if anyone else has one, or some bits, give Wayne a call, I'm sure he'd appreciate it. Remember, two's company,

but three's a triple

The 1,000 c.c. three-cylinder Scott two-stroke introduced late in 1934



"A TRIO OF TREKLES"



H-2 750cc

A.M.C.M. INC. MINUTES - JULY 23, 1984

The Meeting was opened by Craig Kraft and the minutes of the previous meeting were read and adopted as read by Siggi Klann, seconded by Brian Nazarko. Carried.

There were 26 present and 2 guests:---

Greg Fougere - 1981 Suzuki

Gilbert Normandeau - 1968 BSA Lightning

The Executive Reports were given.
About \$527.00 in the Bank

OLD BUSINESS

The Club Hats should be ready on Friday, July 27/84. They will be 2 colours.

The Gimli Show - Aug. 4 & 5th, 1984 -- Members will have to enter through the Pits. Craig is going to phone everyone in order to see who is going and thus be able to give their names to the Pit Area. There will be a Trophy for the best Antique Bike.

The A.M.C.M. Inc. won the Trophy for the Blood Run. Robins Motorcycle Sales won the Dealer's Trophy.

The Museum in England -- has been settled and will be in the Newsletter.

There were only seven members out at Irv Lowen's place in Pointe du Bois -- Those of you who did not attend missed a wonderful weekend.

NEW BUSINESS

Our next Meeting will be on August 20th, 1984.

Articles in the Newspapers regarding any of our Members are to be cut out and put in our Photo Album -- such as Bert Bentley, Ed Pauch and his Pauchmobile and one on Ross Metcalfe.

Re. Dave Farmer Three-Wheeling across Canada for C.P. He came into Winnipeg during the afternoon, but apparently knew nothing about the reception so went back out in the evening and was escorted into Winnipeg by

people from Harley Shops, the Milers' club and the M.M.C. The Club took up a collection to send to his fund- the amount came up to \$42.16. Tiny Robins suggested the Club meet the amount. With a show of hands - this was passed and a cheque for \$84.32 will be mailed out.

Technical Corner

A few tips were given out but there seemed to be no special problems at this meeting.

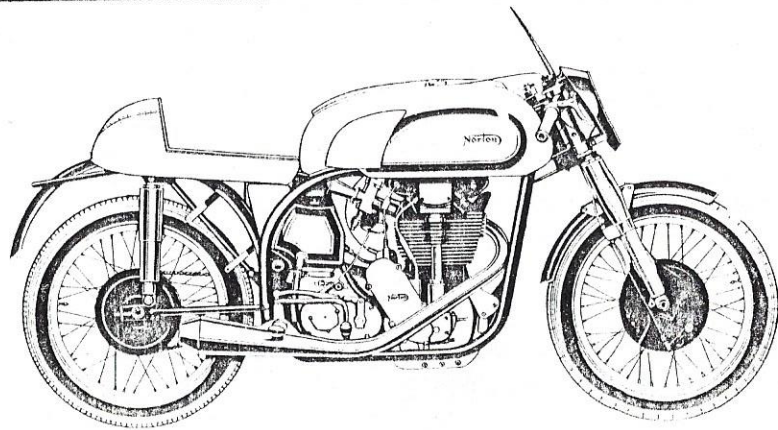
Siggi brought up about Motorcycles - 1975 and newer should have lights on at all times. This apparently was in the Free Press on May 12/84.

There is a Swap Meet at Sioux Falls, South Dakota on Oct. 26 and 27th, 1984.

John Choquette in the information re. the Spring Run and a cheque was made out for \$61.37 to reimburse the Choquettes. He also mentioned that we would not be able to use their front yard for the Corn Roast this year- but we are welcome to use the back yard. Lots of room there so we will be able to hold the Corn Roast there.

Motion to adjourn by Irv Lowen, seconded by Ed Pauch. Carried.

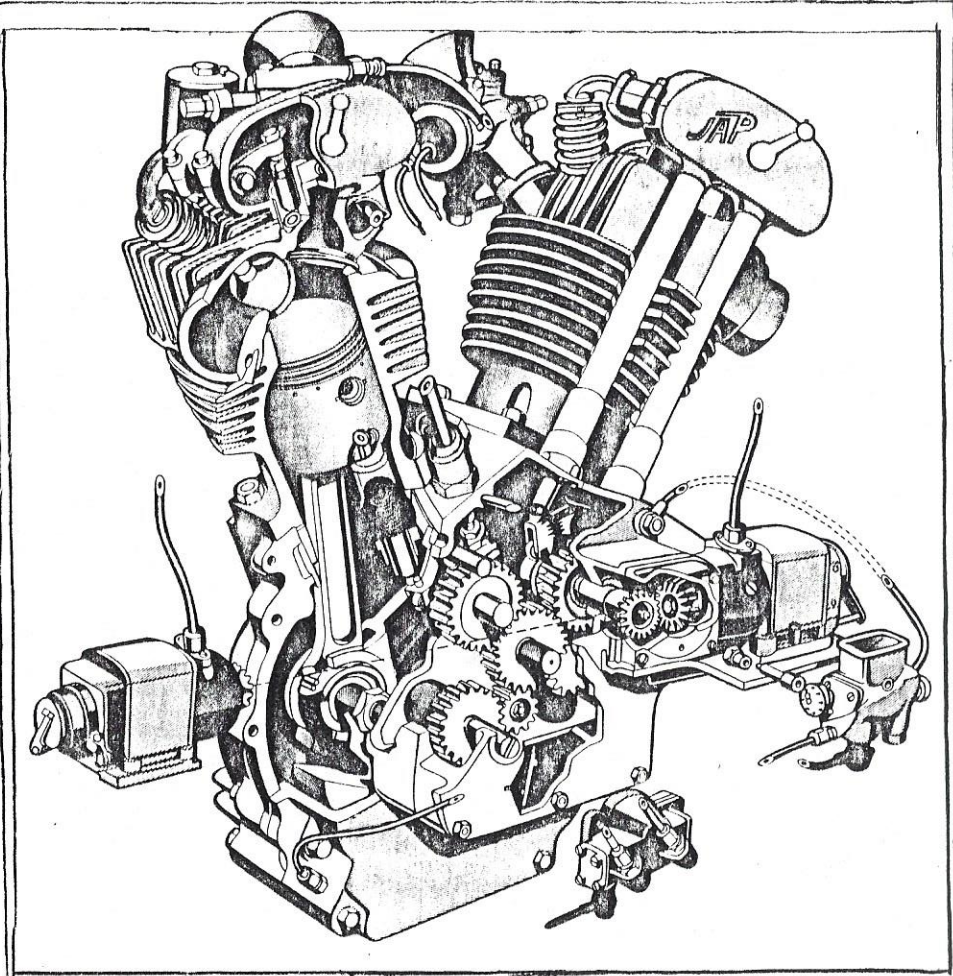
Irene Robins



A TRIO OF TRIPLES? TREMENDOUS!

If one looks about at the engine configurations in modern motorcycles these days, one sees singles, twins, fours, sixes, in-lines, vee's, transverse and opposed models. The only one that is missing these days is the inline three, and I cannot imagine why. Perhaps not as exotic as the square four of yesteryear, but then, they don't make those anymore either.

The Inline Three seems to make quite a bit of sense mechanically. It has three (count 'em, three) con-rods splitting up 360 degrees of crankshaft rotation, allowing each conrod 120 degrees of rotation away from its mates. This results in only one piston at a time at T.D.C., with one other piston travelling down to the bottom of its stroke, and the other moving up from the bottom. The BMW flat opposed twin is one smooth motorcycle, the theory behind this being that each 180 degree throw cancels and/or absorbs the inertia set in motion in the opposite direction from the other throw. The triples take this one step further, with an extra piston thrown into that 360 degrees, breaking up the power from the other two pistons, and melding it into one smooth stroke. (I hope this is all making sense) Problems with the triple include tuning, what with three carbs, and three sets of points, which make for a headache that calls for a "triple" dose of your favourite headache remedy. Another complaint with the triples is the tendency for the middle cylinder to overheat, and on the Triumph and BSA threes, to actually burn little holes in the top of the piston. Still, for a 'middlin' (halfway between a twin and a four) motorcycle engine, the three is not too bad at all. In fact, two of the triples I've picked to illustrate this article are among the most famous bikes in the world, but for different reasons.



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

1984 is half over, and from what I can see it's been a success. The Club has a lot of new Members. We've been getting ood exposure and we're doing some good deeds. Over \$80.00 has been pledged in the Club's name to help Dave Farmers Ride against Cerebral Palsy. We also have the Club name on a Sponsor Grid at the National Motorcycle Museum in England. We raised money for Retinis Pigmentosa and we gave enough Blood to win the Blood Run.

Our Club is really getting somewhere in the last little while, and there's no reason why it should ever stop. We are Members of an Organization and we can be proud to be a part of. The Year's still not over yet.

P.S. GET THOSE BIKES ON THE ROAD!!!



Craig Kraft.
(President)

WRR/FDH

Craig Kraft. Esq.,
The Antique Motorcycle Club of Manitoba,
PO Box 1074,
WINNIPEG,
Manitoba,
Canada R2L 0R7.

21st June, 1984

Dear *Mr Kraft*

Thank you so much for your letter, together with your cheque to sponsor one square yard of the site upon which The National Motorcycle Museum is being built. Your help and support is greatly appreciated.

I attach a copy of an official Sponsorship form I have completed for you. The name of the Club has been placed across the appropriate area on the site grid which will be displayed in the Museum in-perpetuity.

In order that you will know more about the Museum, I enclose a copy of the last newsletter circulated to Friends of the Museum a short while ago, I do hope you find it interesting.

Construction is moving ahead and the first phase of the Museum is scheduled to open in October, we shall look forward to welcoming you and Members of the Club there in due course. Again, thank you for your help.

Yours sincerely,

W.R. Richards
W. R. RICHARDS.

Enc.

REGISTERED CHARITY No. 509420 THE NATIONAL MOTORCYCLE MUSEUM

The Blood Run was held the night after our June Meeting and believe it or not, The Antique Motorcycle Club of Manitoba, Inc. won. The Shop award was won by Robins Motorcycle Sales (never heard of the place). Tiny can just keep the Plaque where it is in his office because he also won in '83. The Club Plaque is on display at the Red Cross Building on Osborne.

The Helmet issue is also still alive and well as far as Bikers are concerned. If the N.D.P. or the Public ever thought we gave up, all they had to do was come to the Legislative Buildings on July 7th. It was rumored that there were over 2500 of us there that night. It seemed more like 10,000 when we all started to file out of the Grounds. It sure was encouraging to see people pulled over on the roadside giving us the 'thumbs up' sign. These people probably don't even own a motorcycle but they understand that freedom is worth fighting for!

As you can see the summer's been busy so far. There's also M.M.C. Runs, Abate Poker Derbys so there's always lots to do. Even if we can't always get out on these events we can still support motorcycling by pledging a Member who is attending an event or even coming to a Helmet Protest in a car.

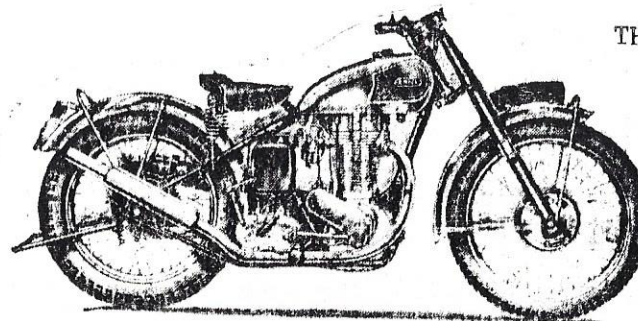
Just in case I've stirred your blood to the point that our entire Membership will turn up at one place, mark down these dates:---

August 4th & 5th -- GIMLI DISPLAY, FREEDOM RIDE AND
CANADIAN DRAG BIKE CHALLENGE.

September 15th ---- A.M.C.M. CORN ROAST

October 22nd ----- ABATE TOY RUN.

THE PREZ.



WHOTS HAPPENIN', MAN!

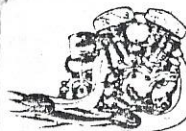
Every summer has its share of Biking Events, and '84 has been no exception. Other than our usual Club Functions such as runs and meetings, quite a lot has been going on this year.

The National Ride for Sight was held on June 9th & 10th and was a huge success. Despite the cloudy, threatening, sky there was a good turnout at the Legislative Building on Saturday. Things got off to a fairly slow start due to a massive peace rally. After some shieks finished burning an effigy of someone (I don't think it was a Sam Uskiw effigy because turban wearers are exempt from our favorite law.) We finally got some space to park our Bikes. Waiting for the Peace demonstrators proved well worthwhile as we all enjoyed a nice HELMETLESS ride to Birds Hill. Upon arrival we donated our Pledges and received our pins, buttons, etc. Now it was time for a few beer, meet some friends and watch the various entertainment. The Hang 5 Trials Club showed everyone how easy it was to ride over a picnic table. Try that with an Aspencade.

Not many people spent the night. (Spots probably saying 'But I did') (and he did too). Sunday was a much more co-operative day. There was actually some sunshine. There were draws being held all day by Lumpy and some nice prizes were being given out.

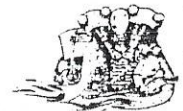
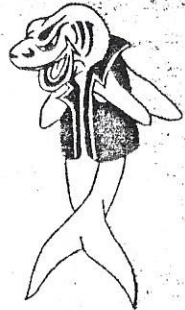
A Ride-in Bike Show was also held and the winner of 'best antique' was yours truly (think it had something to do with Spot being a judge?). Anyway we all had a great time and over \$40,000.00 was raised. That's better than last year and hopefully '85 will be even better. We had a fairly good turnout from our Club. Spot, Ray, Glen, Don Halfyard, Brian Nazarko, (Sorry if I missed anyone). I'm just glad Dons' '47 Knuckle or Glenn's AJS were not around during the judging.

LANDSHARK PRODUCTIONS PRESENTS: THE FALL SWAP-FEST MOTORCYCLE SHOW AND SWAP MEET



OCTOBER 27TH & 28TH, 1984

RAMADA INN EXHIBIT HALL
SIOUX FALLS, SOUTH DAKOTA



HALLOWEEN DANCE SATURDAY NIGHT

ALL DANCE PROCEEDS WILL BE DONATED TO THE SIOUX FALLS
BOY'S CLUB AND SIOUX FALLS GIRL'S CLUB.

TROPHIES AND CASH PRIZES IN SEVEN CLASSES:
ANTIQUE, TOURING, CUSTOM, STREET, COMPETITION, RAT AND OVERALL FAVORITE

VENDORS 8:00 AM — 5:00 PM BOTH DAYS
10'x10' SPACES \$25.00 BOTH DAYS (2 PASSES)
SHOW SPACES 10'x10' \$10.00 BOTH DAYS (1 PASS)
SHOW STANDARDS AND VENDOR TABLES PROVIDED

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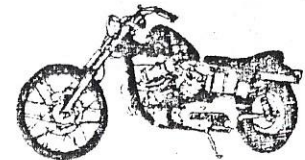
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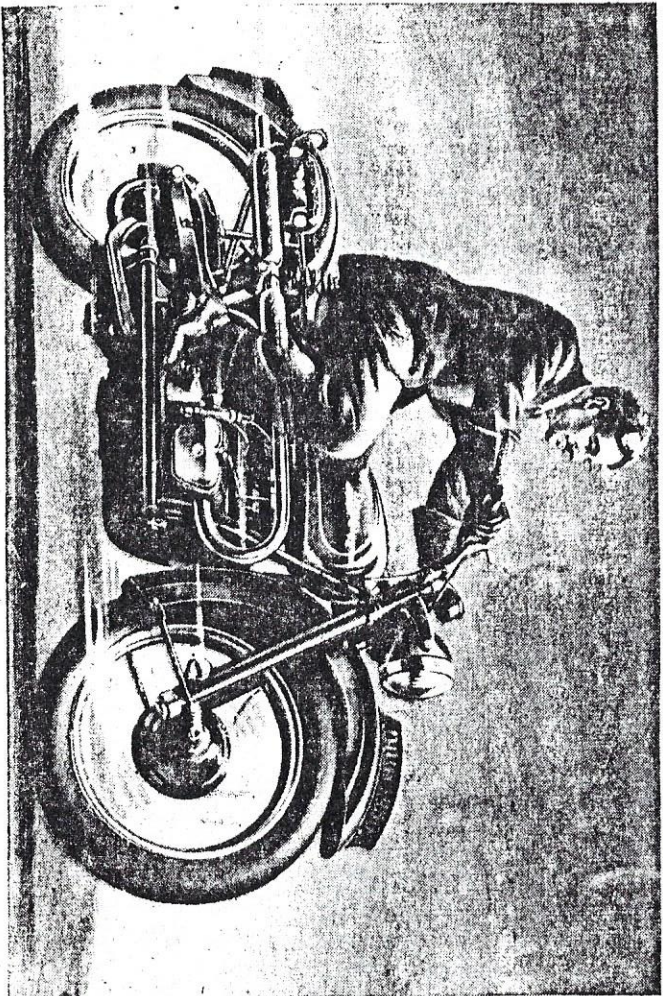
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