piston 30 which rides the walls of the cylinder. The surface of the piston is provided with a groove 31 for passage of oil therepast in the operation of the mechanism. A light coil spring 32 encircles the shaft between the clamping nut 7 and the washer 29. A heavy coil spring 33 encircles the shaft between the washer 29 and the cylinder nut 25.

A tubular dust casing 34, having the upper end tapered, is passed over the tubing 6. The tapered end is caught by the upper taper of the tubing 6 so that when the clamping nut 7 is tightened this casing is held firmly to the plate 1. The lower end of the dust casing slides over the circular nut 16, which acts as a bushing. Just below the taper, the sides of the casing is cut to provide a rectangular hole 35 for the entrance of the plate 2 to the tubing 6, and just below this hole, felt packing 36 is provided in the casing to prevent dust passing down to the bushings.

When the motor cycle is to be used for commercial work or a side car is added, a further coil spring 23 is placed around the coil spring 33, one end encircling the lower end of the washer 29 and the other end encircling and held in the step 26 of the cylinder nut 25.

To disassemble the device, the clamping nut 7 is removed. The nut unscrews from both the tubing 6 and the shaft 28 so that the wheel 5, casing 11, including contents, and the tubing 6, can be removed from the plates 1 and 2. In this movement, the casing 11 slides out of the dust casing 34, and as the tubing 6 also slides out of the plate 2, the dust casing is free to slide sideways off the plate 2. By removing the circular nut 16, the tubing 6 can be withdrawn from the casing 11 to expose the springs. By unscrewing the cylinder nut 25, the piston can be withdrawn from the cylinder 24. The axle 12 on the wheel 5 is removed and it is then only necessary to remove the screw cap 20 and release the cap screw to withdraw the cylinder 24 and the cup member 22 as a unit from the casing 11.

In operation, any jar from the wheel 5 is transmitted through the cylinders 24 to be absorbed by the springs 33 and 32, the tubings 6 and dust casing 34 sliding past the casing 11. The light springs 32, being very resilient, absorb the light shocks, but when they are fully compressed under a heavy shock, the balance of said shock is taken by the heavier springs 33. On the return movement of the parts, the recoil is absorbed by the springs 18 which are between the bushings 13 and 16. With such a construction, the frame of the motor cycle is resiliently supported from the wheel 5 between double springs and accordingly, is always in a floating condition. When a side car is used or commercial attachments, the extra load creates an excessive strain on the springs 33. By adding the auxiliary encircling spring 37, the two springs combined have ample capacity to carry such loads.

In order to lubricate the various working parts, oil is passed into the forks through the passage 8. This oil works its way down past the various bushings or through the cylinder and collects at the lower end of the casing 11. As the cylinders 24 move up and down, the pistons 30 move

the oil back and forth through the passages 28. The oil rising in the casing 11 passes through the holes 18 to lubricate the bushings 16, the springs 18, which carry it up to the bushings 13. On the up movement of the cylinders, oil by-passes the pistons, through the slots 31, and on the return movement fills the orifices 27. These orifices act as reservoirs to continually lubricate the upper springs and some spills over to lubricate the interior walls of the tubings 6.

A motor cycle equipped with this fork support really gives the driver a floating ride. The springs, all working together, form a continuous cushion which permits the machine to ride over the roughest terrain at comparatively high speeds without noticeable vibration. The lubrication system is constantly working as the machine is operated, never gives trouble and the oil loss over a period of time is negligible. If any part breaks, the forks can be dismantled quickly without requiring special tools and the part quickly repaired or replaced.

What I claim as my invention is:

In a motor cycle, having a pair of spaced horizontal plates pivoted to the frame and controlled by a pair of handle bars for steering purposes; a front fork support therefor, comprising: a tubing releasably secured to the upper of said plates, passing through said plates and with the lower end projecting downwardly therefrom, a casing, having the lower end pivotally supported by the axle of the front wheel of said motor cycle and the upper end telescopically receiving the lower end of said tubing; a cylinder mounted within said casing, extending upwardly into said tubing; a piston mounted in said cylinder; a shaft positioned in said tubing and connecting said piston to the upper of said plates; a pair of coil springs of different strengths mounted in series on said shaft, within said tubing, between said cylinder and said upper plate end with a washer interposed therebetween and slidable on said shaft; a coil spring encircling said tubing and positioned between the lower end of said tubing and the upper end of said casing and resiliently acting thereagainst; and a dust casing enclosing said tubing and telescopically slidable over said first mentioned casing; a hole at the bottom of said cylinder connecting same with said first mentioned casing; a hole in said tubing for passage of oil from said first mentioned casing to said tubing encircling spring; and an oil by-pass slot across the outer wall of said piston.

BEN BENSON.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
940,245	Gates	Nov. 16, 1909

FOREIGN PATENTS

Number	Country	Date
19,424	Great Britain	1910
500,810	Great Britain	Feb. 16, 1939

NEW BUSINESS

The Spring Run will be held May 12th with the rain date May 20th.

Craig mentioned the Ride-for-Sight will be June 8th and 9th at Gimlo -- see Craig for Pledge Books.

A.B.A.T.E. is having a draw July 20th, 1985 and would like our Club to participate in it. Our Club would receive a percentage of tickets sold. There was a brief discussion, then a vote. Carried.

Discussion arose over the Club's yearly financial statement. It was decided the Statement would be available to be seen at Club Meetings.

A Motion to adjourn was made by Ryan, seconded by Jim Ross. Carried.

Jerry Olenko

Secretary

WORKING TOGETHER WITH ALL BIKERS FOR THE FREEDOM OF MOTORCYCLING

To express concerns or for further information and memberships, please write to:

P.O. Box 2993
WINNIPEG, MANITOBA
R3C 4B5

From The Desk of
Mr.F.Sakurai,President

Tel,Tokyo.726/4323

M I N I O N I N C O R P O R A T E D

Business Circulation

Tokyo, Japan
February 11, 1985

Re: Classic B M W Renmashine and R68 100 Meilen - Machine

Gentlemen;

As of today, we are required to supply BMW Renmashie by our important client so wish to establish good business relation with a reliable supplier of this model.

We are happy if you make us an offer by yourself or through your channel as soon as possible.

For the details which we wish to know are as follows;

1.) F.O.B. Price,
2.) Conditions and also it's detailed history,
3.) Pictures, Front and Back also Left and Right,
4.) Engine and Frame Numbers,
5.) Modified details and
6.) Other usefull information for made up our maind to buy it assap.

Please note that our reaction is very fast against reasonable offer and if you have any questions plase try Telex to our office or write to us.

In additon of this matter, we would like to suqgest you that we always welcome reliable offers of Classic bikes, all models in the world, also welcome the offer of BMW Renmashine Engines at this time.

Looking forward to hearing from you very soon, we are very truly yours,

F.Sakurai
President
Minion Inc., Tokyo

MINION INCORPORATED P.O.Box 13,Kamata,Tokyo 144 Japan. Tlx.2468121 FUTAMU J.

Patented July 12, 1949 2,475,774

UNITED STATES PATENT OFFICE

2,475,774

FORK FOR MOTORCYCLES

Ben Benson, Winnipeg, Manitoba, Canada

Application January 6, 1948, Serial No. 659

1 Claim. (Cl. 280—276)

1

The invention particularly relates to the front fork connection between the frame and front wheel of a motor cycle, and the principle object of the invention is to provide a shock absorber construction in this connection so that the machine will pass smoothly over irregularities of the road at all speeds.

A further object of the invention is to provide means for absorbing light shocks, means for absorbing heavy shocks, means for absorbing the recoil from the shocks and removable shock absorbing means for use when the machine is equipped for commercial purposes or carrying a side car.

A still further object of the invention is to provide lubricating means, operated by the shock absorbing mechanism, for oiling the various working surfaces.

With the above important objects in view which will become more apparent as the description proceeds, the invention consists essentially in the construction and arrangement of parts, hereinafter more particularly described, reference being had to the accompanying drawings in which:

Figure 1 is a perspective view of the front forks, handle bars and front wheel of a motor cycle equipped with my invention.

Figure 2 is an enlarged vertical section through one of the forks shown in Figure 1.

Figure 3 is an enlarged partial section of the upper part of the fork shown in Figure 2.

Figure 4 is an enlarged partial section of the lower part of the fork shown in Figure 2.

Figure 5 is an enlarged side view of the piston.

Figure 6 is a horizontal section taken at 6—6, Figure 3.

Figure 7 is a horizontal section taken at 7—7, Figure 3.

In the drawings, like characters of reference indicate corresponding parts in the several figures.

A pair of triangular shaped plates 1 and 2 are shown in Figure 1 and these plates are connected to and spaced apart by a channel shaped plate 3. The upper plate 1 is connected to the handle bars 4 and the rear parts of the plates 1 and 2 span and are pivoted to the front of the motor cycle frame (not shown), so that the handle bars can swing the plates on the frame for steering purposes. The bottom face of the lower plate 2 is adapted to support a mudguard (not shown) for the front wheel 5 while the front face of the channel 3 is adapted to support the headlights, horn, et cetera (not shown).

2

The outer corners of the plate 1 are provided with tapered holes to receive the tapered ends of downwardly extending tubings 6, one in each fork. As both forks are alike, only one will herein be described. A circular clamping nut 7 has the lower end screwed into the upper end of the tubing 6 so that, when tightened, the enlarged head of the nut contacts the plate 1 and draws the tubing tightly into the tapered hole. Suitable holes 8 are provided around the periphery of the nut for wrench purposes while a passage 9, closed by a bolt 10, is provided for passage of oil into the fork. A hole is bored through each of the outer corners of the plate 2 for the tubings 6 to pass through, so that the plates 1 and 2, channel 3 and the tubings 6 form a fixed unit.

A cylindrical casing 11 has the lower end pivotally mounted on an axle 12 of the wheel 5. The upper end of this casing is provided with an interior bushing 13 which slidably receives the tubing 6, while the bushing is held in place by a circular nut 14, packing 15 being provided therebetween to prevent oil leakage. The lower end of the tubing 6 extends down into the casing 11 and the extreme end is provided with a bushing 16, held in place by a nut 17, screwed into the bottom of the tubing. The two bushings 13 and 16 align the tubing 6 within the casing 11 so that the two can slidably telescope. A coil spring 18 is inserted around the tubing and between the two bushings for a purpose later described and is adapted to receive oil from the interior of the casing through a hole 19 in the tubing, just above the bushing 16

The lower end of the casing 11 is counterbored and closed by a screw cap 20 so that, when the axle 12 is removed, entrance is provided, through the counterbore, to a cap screw 21 which holds a cup shaped member 22 in place on the bottom of the casing. This cup member is provided with an oil passage 23 and also threadedly receives a cylinder 24 which projects upwardly. The upper end of the cylinder is closed by a circular nut 25 which is slidably mounted inside the tubing 6 to form a bushing and so align the cylinder both with the tubing 6 and the casing 11. This nut is provided with an encircling step 26 and an orifice 27 which acts as an oil reservoir.

A shaft 28 has one end threaded into the clamping nut 7 while the other end projects downwardly inside the fork, through a washer 29 which is loose thereon, through the cylinder nut 25, and its extremity is provided with a

can still be ordered. When I was in England in June of 1964, I called on a small "Scott" dealer just south of London and he actually had a 1964 model in his shop. It was a lovely machine with many refinements including coil and battery ignition and he informed me that he had a standing order with the group who were still producing the machines and managed to obtain about two per year. They sold for 300/0/0 solo.

"The picture shown with this article is of a Scott machine designed for the 1914 T.T. races in the Isle of Man. It was not successful."

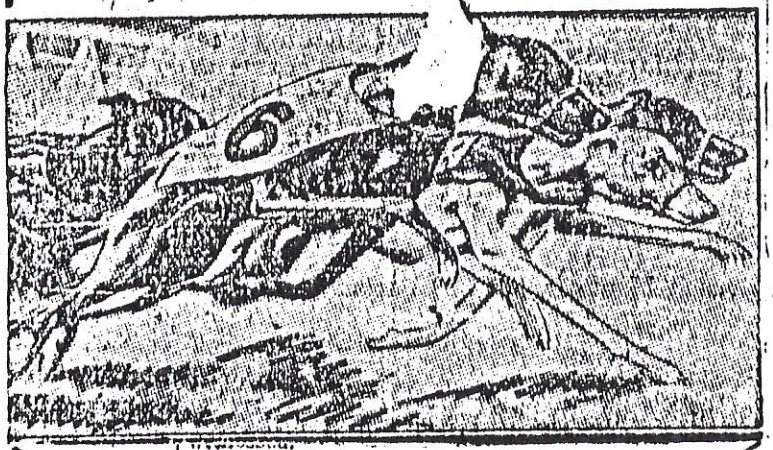
There --- you have a brief story about the history of my favourite "Classic" and I will see you all next month.

Bert Bentley

An Apology—

We wish to express our sincere regrets to the thousands who attended the Greyhound Exhibition Races last night, at the Osborne Stadium. Due to an unavoidable breakdown in the electrical rabbit equipment, it was necessary to substitute a motorcycle as the pacemaker. Also we wish to assure all that everything will be in readiness for the next programme, the date of which will be announced later.

THE MANAGEMENT
Manitoba Greyhound Breeders' Association
Established in 1928



The evening's ceremonies started shortly after nine o'clock when the mechanical trouble to the control of the rabbit forced a delay. Mechanics and electricians worked frantically to make the repairs, but finally had to give up hopes for the evening.

Instead of using the system as planned, Jimmie Leach, well-known motorcycle driver, volunteered to replace the rabbit. He was set off at a time prior to the release of the dogs and set a furious pace to lead the hounds a chase. His spectacular driving around the treacherous corners, added color and excitement to the events of the evening.

July 1982

SUBMITTED BY IRV LOWEN

Rabbit Leach

When on piston is up, the other is down and the pistons balance each other. An explosion is obtained in each cylinder every revolution, which indicates that this engine should provide, and does provide, the same even torque as obtained from a four-cylinder engine of the four-stroke pattern, as the crankshaft receives two impulses each revolution.

The founder of the "Scott" Company, the late A.A. Scott built the first machine in 1902 at Soltaire, Yorkshire. It embodied a tiny two-stroke, twin-cylinder engine, jammed against the sides of the steering head and driving a large pulley by belt, this pulley drove the rear wheel by chain.

In 1908, Scott threw a bomb shell into trade circles by winning three classes of the year's main hillclimb near Daventry, when he introduced his famous two speeder, which I referred to above. Unfortunately, the Machine did not appeal to everybody. It is characteristic of the simple two-stroke engine that it is inclined to "sputter" (four stroke) when running free or under a light load, and it uses slightly more gas than a four-stroke of similar capacity.

Moreover, as normal engines were developed to generate considerably more power, the "Scott" engine proved incapable of similar tuning and lost its earlier ability (1912-1913) to win races.

Just prior to the last great war, after the death of A. A. Scott, his successors were busy experimenting with a three-cylinder, two-stroke engine. It was found to be the equal of a six-cylinder engine in many respects, but, unfortunately, did not go into production. The factory also manufactured a very fine small engine for light-weight autocycles.

General production of "Scott" motorcycles ceased a few years ago but a small group of enthusiasts continue to produce the machines from existing dies and they

"MOTORCYCLE MATTERS" by Bert Bentley

You will recall that last month I gave you a chance to test your knowledge of various makes of motorcycles and included a list, which is far from complete, of motorcycles which have been produced during the last eighty years.

This month I will tell you a little about an unusual machine -- the English made "Scott", now re-conditioned, and many of you have seen it during our various shows. My particular model is a 1928 Flying Squirrel touring machine of 596cc engine capacity and having a three-speed, hand-operated transmission (many early "Scotts" had a two-speed, foot-operated system involving a cuplicate set of driving chains and clutches.)

The "Scott" is unusual in several ways, but chiefly because of the fact that it has a twin-cylinder, two-stroke engine which is water cooled, using a thermosyphon system and a radiator on the same principle as was employed on the old Modtel T Ford. The cylinders are set side by side.

There is a separate crank case for each cylinder and attention is directed to the small size of these crank cases, which is necessary to insure adequate preliminary compression of the charge. before it is transferred from the engine base to the cylinders, via transfer ports, in normal two-stroke practise (there are no valves, of course). The flywheel is mounted between the two cylinders and carries the driving and ignition timing sprockets on its hub, which also forms a conneting coupling between the two cranks, the assembly forming a built-up crankshaft with the crank pins at the extreme ends. The pistons are provided with a deflector to direct entering fresh gas from the transfer port to the top of the cylinder, and to prevent it passing out of the open exhaust ports opposite the point where it first enters the cylinder.

February 25, 1985

Mr. Craig Kraft
609 Talbot
Winnipeg, Manitoba

Dear Craig:

I'd like to put on paper our appreciation of your involvement with CFRW at the Cycle Show.

We believe our booth was of great interest to show vistors and your help made it possible. I've included a picture for your files.

We're interested in having your bikes on display at the Sandcastle Building Contest in July. I'll be in touch with more details as we get close to the date.

Sincerely,

Ian Thompson
Community Events Co-ordinator
13/CFRW

CC Al Jones
Terry Williams

IT/jn

13 cfrw Q-94
1445 PEMBINA HIGHWAY
WINNIPEG, MANITOBA
R3T 5C2
TELEPHONE
1 (204) 477-5120

BEN BENSON

Was given a "Rear End" deal for his "Front End" Patent

This is Part I of an investigative story on the plight of Ben Benson. He invented and patented a unique hydraulic front end to be adopted to large bore motorcycles. His story is sketchy and with the help of Club member Dave Johnson, we hope to go over some of his personal letters and correspondence with the Harley-Davidson Company. Perhaps we can uncover why Ben Benson isn't remembered as one of the great inovators of modern motorcycling. I would like to thank Jim Simmons for his help in finding information on the Patent Records of July 12, 1949.

The information that follows is the United States Patent Office Forms as processed in 1949. Oh yes an answer to an obvious question. There are at least three examples of this front end around, all three are in the Club. Proud owners are Dave Tissot, Jim Simmons, Dave Johnson and Jerome Cohn. Jerome's came on a 1940 Indian Scout I found for him in Southern Manitoba. If anyone out there has any further information I would appreciate hearing from them. I am still gathering stories on the History of Manitoba Motorcycling.

Ross Metcalfe

PRESIDENTS MESSAGE

The big news in the club, between newsletters, has been the stereo Ann Vandrick donated to us. I had the pleasure of meeting and talking to Ann at the cycle show. She has a knowledge and appreciation of motorcycles that is amazing. The fact that she wanted the club to have the stereo speaks for itself. Thanks again, Ann.
We sure picked the right man for the job when we asked Jim Ross to handle publicity. Even though Jim's a busy guy, he's finding the time to make sure that the newsletter is full of ad's. Keep up the good work and bring the money jim. While on the subject of adverts, keep in mind, when you pay a shop or business a visit, let them know you saw their ad in 'Rust'n Pieces' And if you ever use one of our advertisers services for a major purchase, engine rebuild, etc., let them know where you got the idea to come to them. Our sponsors will be all the more grateful if they know their ads are being noticed and even possibly bringing in business. They're supporting us, so we can return the favour by supporting them.

On a final note, I saw poor Ryann dump ywo bucks in a desperate attempt to win that Triumph model at the library draw last meeting. Then he watched in despair as Lumpy(of ABATE fame) collected the prize. Just as well though, I could just see him sitting there with the finished product, scratching his head, wondering where all those extra parts go..
Now watch him write some smartass comment about me somewhere in this issue.

P.S. Our secretary, Jerry Olenko, is finally recovering from his arthritis and on the next batch of membership cards his signature should be almost legible.

piston 30 which rides the walls of the cylinder. The surface of the piston is provided with a groove 31 for passage of oil therepast in the operation of the mechanism. A light coil spring 32 encircles the shaft between the clamping nut 7 and the washer 29. A heavy coil spring 33 encircles the shaft between the washer 29 and the cylinder nut 25.

A tubular dust casing 34, having the upper end tapered, is passed over the tubing 6. The tapered end is caught by the upper taper of the tubing 6 so that when the clamping nut 7 is tightened this casing is held firmly to the plate 1. The lower end of the dust casing slides over the circular nut 16, which acts as a bushing. Just below the taper, the sides of the casing is cut to provide a rectangular hole 35 for the entrance of the plate 2 to the tubing 6, and just below this hole, felt packing 36 is provided in the casing to prevent dust passing down to the bushings.

When the motor cycle is to be used for commercial work or a side car is added, a further coil spring 37 is placed around the coil spring 33, one end encircling the lower end of the washer 29 and the other end encircling and held in the step 28 of the cylinder nut 25.

To disassemble the device, the clamping nut 7 is removed. The nut unscrews from both the tubing 6 and the shaft 28 so that the wheel 5, casing 11, including contents, and the tubing 6, can be removed from the plates 1 and 2. In this movement, the casing 11 slides out of the dust casing 34, and as the tubing 6 also slides out of the plate 2, the dust casing is free to slide sideways off the plate 2. By removing the circular nut 16, the tubing 6 can be withdrawn from the casing 11 to expose the springs. By unscrewing the cylinder nut 25, the piston can be withdrawn from the cylinder 24. The axle 12 on the wheel 5 is removed and it is then only necessary to remove the screw cap 20 and release the cap screw to withdraw the cylinder 24 and the cup member 22 as a unit from the casing 11.

In operation, any jar from the wheel 5 is transmitted through the cylinders 24 to be absorbed by the springs 33 and 32, the tubings 6 and dust casing 34 sliding past the casing 11. The light springs 32, being very resilient, absorb the light shocks, but when they are fully compressed under a heavy shock, the balance of said shock is taken by the heavier springs 33. On the return movement of the parts, the recoil is absorbed by the springs 18 which are between the bushings 13 and 16. With such a construction, the frame of the motor cycle is resiliently supported from the wheel 5 between double springs and accordingly, is always in a floating condition. When a side car is used or commercial attachments, the extra load creates an excessive strain on the springs 33. By adding the auxiliary encircling spring 37, the two springs combined have ample capacity to carry such loads.

In order to lubricate the various working parts, oil is passed into the forks through the passage 8. This oil works its way down past the various bushings or through the cylinder and collects at the lower end of the casing 11. As the cylinders 24 move up and down, the pistons 30 move

the oil back and forth through the passages 28. The oil rising in the casing 11 passes through the holes 19 to lubricate the bushings 16, the springs 18, which carry it up to the bushings 13. On the up movement of the cylinders, oil by-passes the pistons, through the slots 31, and on the return movement fills the orifices 27. These orifices act as reservoirs to continually lubricate the upper springs and some spills over to lubricate the interior walls of the tubings 6.

A motor cycle equipped with this fork support really gives the driver a floating ride. The springs, all working together, form a continuous cushion which permits the machine to ride over the roughest terrain at comparatively high speeds without noticeable vibration. The lubrication system is constantly working as the machine is operated, never gives trouble and the oil loss over a period of time is negligible. If any part breaks, the forks can be dismantled quickly without requiring special tools and the part quickly repaired or replaced.

What I claim as my invention is:

In a motor cycle, having a pair of spaced horizontal plates pivoted to the frame and controlled by a pair of handle bars for steering purposes; a front fork support therefor, comprising: a tubing releasably secured to the upper of said plates, passing through said plates and with the lower end projecting downwardly therefrom, a casing, having the lower end pivotally supported by the axle of the front wheel of said motor cycle and the upper end telescopically receiving the lower end of said tubing; a cylinder mounted within said casing, extending upwardly into said tubing; a piston mounted in said cylinder; a shaft positioned in said tubing and connecting said piston to the upper of said plates; a pair of coil springs of different strengths mounted in series on said shaft, within said tubing, between said cylinder and said upper plate and with a washer interposed therebetween and slidable on said shaft; a coil spring encircling said tubing and positioned between the lower end of said tubing and the upper end of said casing and resiliently acting thereagainst; and a dust casing enclosing said tubing and telescopically slidable over said first mentioned casing; a hole at the bottom of said cylinder connecting same with said first mentioned casing; a hole in said tubing for passage of oil from said first mentioned casing to said tubing encircling spring; and an oil by-pass slot across the outer wall of said piston.

BEN BENSON.

REFERENCES CITED

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Jerry Olenko

Secretary

WORKING TOGETHER WITH ALL BIKERS FOR THE FREEDOM OF MOTORCYCLING

To express concerns or for further information and memberships, please write to:

P.O. Box 2993
WINNIPEG, MANITOBA
R3C 4B5

From The Desk of
Mr.F.Sakurai,President

Tel,Tokyo.726/4323

M I N I O N I N C O R P O R A T E D

Business Circulation

Tokyo, Japan
February 11, 1985

Re: Classic B M W Renmashine and R68 100 Meilen - Machine

Gentlemen;

As of today, we are required to supply BMW Renmashie by our important client so wish to establish good business relation with a reliable supplier of this model.

We are happy if you make us an offer by yourself or through your channel as soon as possible.

For the details which we wish to know are as follows;

1.) F.O.B. Price,
2.) Conditions and also it's detailed history,
3.) Pictures, Front and Back also Left and Right,
4.) Engine and Frame Numbers,
5.) Modified details and
6.) Other usefull information for made up our maind to buy it assap.

Please note that our reaction is very fast against reasonable offer and if you have any questions plase try Telex to our office or write to us.

In additon of this matter, we would like to suqgest you that we always welcome reliable offers of Classic bikes, all models in the world, also welcome the offer of BMW Renmashine Engines at this time.

Looking forward to hearing from you very soon, we are very truly yours,

F.Sakurai
President
Minion Inc., Tokyo

MINION INCORPORATED P.O.Box 13,Kamata,Tokyo 144 Japan. Tlx.2468121 FUTAMU J.

Patented July 12, 1949

2,475,774

UNITED STATES PATENT OFFICE

2,475,774

FORK FOR MOTORCYCLES

Ben Benson, Winnipeg, Manitoba, Canada

Application January 6, 1948, Serial No. 659

1 Claim. (Cl. 280—276)

1

The invention particularly relates to the front fork connection between the frame and front wheel of a motor cycle, and the principle object of the invention is to provide a shock absorber construction in this connection so that the machine will pass smoothly over irregularities of the road at all speeds.

A further object of the invention is to provide means for absorbing light shocks, means for absorbing heavy shocks, means for absorbing the recoil from the shocks and removable shock absorbing means for use when the machine is equipped for commercial purposes or carrying a side car.

A still further object of the invention is to provide lubricating means, operated by the shock absorbing mechanism, for oiling the various working surfaces.

With the above important objects in view which will become more apparent as the description proceeds, the invention consists essentially in the construction and arrangement of parts, hereinafter more particularly described, reference being had to the accompanying drawings in which:

Figure 1 is a perspective view of the front forks, handle bars and front wheel of a motor cycle equipped with my invention.

Figure 2 is an enlarged vertical section through one of the forks shown in Figure 1.

Figure 3 is an enlarged partial section of the upper part of the fork shown in Figure 2.

Figure 4 is an enlarged partial section of the lower part of the fork shown in Figure 2.

Figure 5 is an enlarged side view of the piston.

Figure 6 is a horizontal section taken at 6—6, Figure 3.

Figure 7 is a horizontal section taken at 7—7, Figure 3.

In the drawings, like characters of reference indicate corresponding parts in the several figures.

A pair of triangular shaped plates 1 and 2 are shown in Figure 1 and these plates are connected to and spaced apart by a channel shaped plate 3. The upper plate 1 is connected to the handle bars 4 and the rear parts of the plates 1 and 2 span and are pivoted to the front of the motor cycle frame (not shown), so that the handle bars can swing the plates on the frame for steering purposes. The bottom face of the lower plate 2 is adapted to support a mudguard (not shown) for the front wheel 5 while the front face of the channel 3 is adapted to support the headlights, horn, et cetera (not shown).

2

The outer corners of the plate 1 are provided with tapered holes to receive the tapered ends of downwardly extending tubings 6, one in each fork. As both forks are alike, only one will herein be described. A circular clamping nut 7 has the lower end screwed into the upper end of the tubing 6 so that, when tightened, the enlarged head of the nut contacts the plate 1 and draws the tubing tightly into the tapered hole. Suitable holes 8 are provided around the periphery of the nut for wrench purposes while a passage 9, closed by a bolt 10, is provided for passage of oil into the fork. A hole is bored through each of the outer corners of the plate 2 for the tubings 6 to pass through, so that the plates 1 and 2, channel 3 and the tubings 6 form a fixed unit.

A cylindrical casing 11 has the lower end pivotally mounted on an axle 12 of the wheel 5. The upper end of this casing is provided with an interior bushing 13 which slidably receives the tubing 6, while the bushing is held in place by a circular nut 14, packing 15 being provided therebetween to prevent oil leakage. The lower end of the tubing 6 extends down into the casing 11 and the extreme end is provided with a bushing 16, held in place by a nut 17, screwed into the bottom of the tubing. The two bushings 13 and 16 align the tubing 6 within the casing 11 so that the two can slidably telescope. A coil spring 18 is inserted around the tubing and between the two bushings for a purpose later described and is adapted to receive oil from the interior of the casing through a hole 19 in the tubing, just above the bushing 16

The lower end of the casing 11 is counterbored and closed by a screw cap 20 so that, when the axle 12 is removed, entrance is provided, through the counterbore, to a cap screw 21 which holds a cup shaped member 22 in place on the bottom of the casing. This cup member is provided with an oil passage 23 and also threadedly receives a cylinder 24 which projects upwardly. The upper end of the cylinder is closed by a circular nut 25 which is slidably mounted inside the tubing 6 to form a bushing and so align the cylinder both with the tubing 6 and the casing 11. This nut is provided with an encircling step 26 and an orifice 27 which acts as an oil reservoir.

A shaft 28 has one end threaded into the clamping nut 7 while the other end projects downwardly inside the fork, through a washer 29 which is loose thereon, through the cylinder nut 25, and its extremity is provided with a

A.M.C.M. MINUTES - MARCH 25th, 1985

The meeting was opened by our President and the Minutes of the previous meeting were adopted as read by Jim Ross, seconded by Siggi. There was one amendment from the previous meeting, Ross's Bike is a 1913 Indian and not a Harley-Davidson.

There were 24 present with one guest -- Bill Evans with a 1957 Royal Enfield, Super Meteor.

EXECUTIVE REPORTS

Editor - Ryan says he would like all roster forms handed in, or you will not be in the roster.

Treasurer - The bank balance is about $1127.83.

Library - Siggi would like all overdue books brought in - PLEASE.

Publicity - Jim Ross says about $179.00 worth of advertising has been purchased.

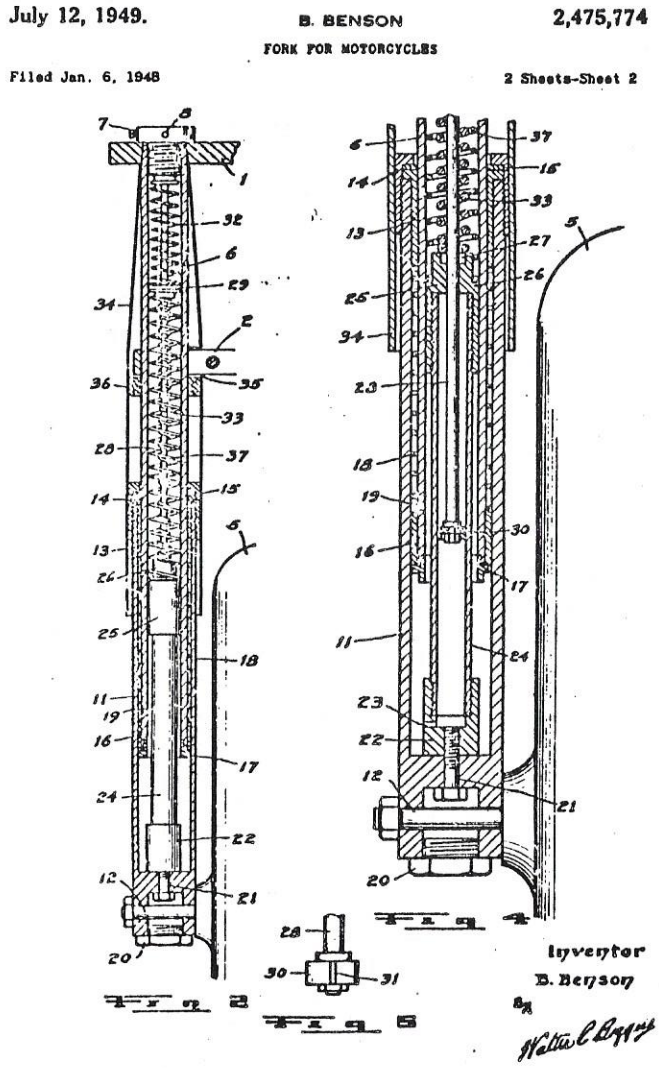
OLD BUSINESS

Rates for the bike calendars and details of the sterio raffle are currently being looked into by Glenn.

Craid says we have received the cheque from CFRW for the bike show.

Plaques for club runs could be purchased in larger quantities to save money. The plaque design would be changed every couple of years with the date changed every run. This is being looked into.

Siggi mentioned the special insurance for vintage bikes is applicable only if the bike is 25 years old or older at 75% restored for it to be appraised.



March 7th, 1985

Report on the Vissenbjerg - Bred Motorklub 1985 Car/Motorcycle Show. This is the tenth time the small 50cc speedway club in Bred has arranged the show. The first show had three stands and an attence of 450 people. This year there are 35 stands to both motorcycles and cars. Expected attendance this year is 10 - 12,000. On the car side many car makes are represented. These being Toyota, Citroen, Skoda, Saab, Yugo, Mazda and Datsun. As well there are stands for accessories and paint and body shops.

On the motorcycle side there are 25 stands with motorcycles, mopeds, speedway and Moto-cross Machines. Again this year the large motorcycle dealers are represented with Yamaha, Norton (??) Triumph, Kawasaki, Harley Davidson and Honda. There was also many stands with accessories.

All this from a 50cc speedway club - in a town (Vissenbjerg) of about 7,500 people. It gives you ideas doesn't it? Interesting things at the show was 2 or 3 stands with speedway bikes and equipment. A brand new Weslake speedway engine would set you back $1411.00. Not really that bad I guess. Full leathers could be bought (custom made from $350.00) as well as all the usual stuff. There was a stand selling specially built frames and brembe brakes and Marcozzi(?) front forks. You could buy a new Harley (God knows what for) for FXRS $22,445.00, FLTC Tour Glide Classic $25,428.00. However, a Laverda Jota 1000 could be had for $11,307.00. The most interesting "new" bike you could buy in my opinion was a Ducati Desmo 500. Remember these Barry??? The Danish importer bought all of the 500 Desmo's for resale in Denmark. I guess they were last made in the mid '70's. The frame and running gear looks identical to a Darmah - except for a 500cc twin motor. The cost--including the astronomical Danish tax --- $4110.00 - very interesting! A new Pantah costs $8565.00, a Yamaha RD350 costs $4219.00 for comparison. The newest used bike was a 900S Ducati 1980 for $9411.00.

The weather is starting to break up very nicely and I hope to be on the road soon. We have flowers coming up

46 Winnipeg Free Press, Saturday, February 23, 1985

Travel

Motorbikes on show

British Tourist Authority

BIRMINGHAM, England — The world's largest motorcycle collection is on show here, and all the machines are British.

The National Motorcycle Museum, opposite Birmingham's National Exhibition Centre, is a tribute to the British manufacturers who led the world in motorcyle production until the emergence of the Japanese.

More than 400 machines made in Britain in the past 80 years are on shw, and visitors can see many of them in action. As well as demonstrations, the museum also stages events, and the organizers stress that it is not just aimed at motorcyle fanatics, but is a good place for family outings.

SUBMITTED BY JERRY OLENKO

SUBMITTED BY: JERRY O. 5
MY MOM 7

Triumph out of disaster

AFTER a two year break, Britain's best-loved motor cycle is ready to take to the road again.

Four prototype models of a new version of the Triumph Bonneville—one of the world's classic bikes—are under wraps at a Devon factory.

The reappearance of the Triumph name will be a welcome shot in the arm for a British motor cycle industry which all but disappeared two years ago when the workers co-operative set up by former Triumph employees at Meriden near Coventry was wound up with debts of £3·8 million.

It was only the intervention of former milkman Leslie Harris that kept the Triumph dream alive. He bought the name and the right to make Triumph bikes at his factory in Newton Abbot, Devon.

Now, after 18 months planning, Mr Harris is taking orders from Japan and the U.S. for the 750cc twin-cylinder machine.

He is convinced that there is still a market for the 110m.p.h. bike. 'It is just a question of producing it at the right price,' he says—but what that price will be is still a closely-guarded secret.

GARRY JENKINS

Classic good looks . . . from the Bonneville stable

--THE EDITOR SPEAKS--

I haven't had my bike out yet,but I'm sure some of you out in reader land have already, but it doesn't really bother me.Personally,I think it's still a bit wet and dirty outside to ride.I have also been accused of being a wimp..(we won't say anything about the loons in the club that go ice racing all winter)

All I knowis,the sight of bare pavement,and the lack of snow thereof,affects my nervous system like a heady wine,producing the symptoms of "motorbike fever".Let's all just hope that I don't get so sick that I can't finish the issue on time.

But seriously folks,I'm quite anxious to find who is going to take the award for first restored motorcycle of the year.From what I could tell at the meeting,there seems to be quite a private little battle going on amoungst some of the membership.The requirements for winning,I didn't get them quite straight in my head,but this is understandable as I probably had my nose buried in a book whilst the subject was being discussed.It's not very relevant to me anyways,as anyone who knows me would agree."First totally dismantled basket case of the year"is more my speed.

Hot issue this time,(aren't they all)??? Besides the usual creative drivel from me,there's a whole section on Ben Benson,a local boy who designed a teloscoping front end ,the design of which was stolen by H.D.,written by Ross Metcalfe,with copies of the original patents taken out by Ben.Irv Lowen gave me some vintage 'racing mateirial.(you'll understand why I used quotation marks when you see the article) Bookworm is back,(we dug him out of a pile of old 30's motorcycle magazines),as well as a few new bits for sale in the flog mart.

PLUS!! NEW "MOTORCYCLE MATTERS", BY BERT BENTLEY WHICH'LL BE A REGULAR FEATURE!

(Life goes on at the Rust n' Pieces office.)

-Ed

and its only March 7th! -- and this was one of the hardest winters on record!!! The taxes are almost sorted out on importing the Ducati -- I had to pay $312.00 - now I face inspection, number plates and insurance.

I hope to have the 51 Matchless on the road to go to the AJS/Matchless International Rally in May. I've just ordered valve springs and new clutch stuff from England. The Rally is about 800KM away in Germany - near the Belian border. I'm going with a fellow AJS/ Matchless member - Ex-Englishman, Georgg Maple who lives a 45 minute ferry ride and 100 KM from here.

I'll let you know how it goes.

All the best -- Keep the rubber side down!

RANDY

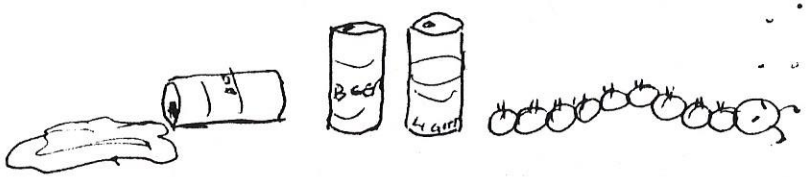
(Overseas Correspondent)

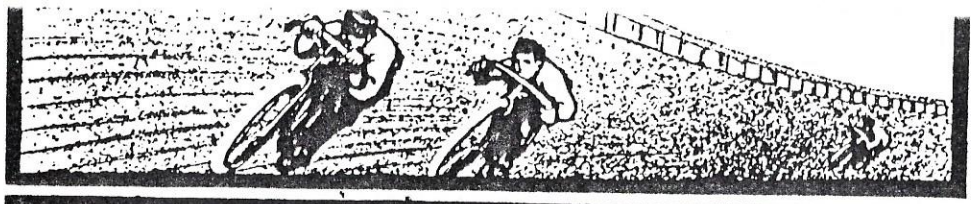
BOOKWORM

Boy, Oh Boy, Oh Boy. You trust someone to supply you with some good heavy reading material ----actually they were just old Bike Mags--- and then they totally disappear. Some of the English ones were really funny, the clothes they wore 30 years ago were something else.

One day there it all went.....down the road. I decided to stay and stick it out. Who knows, I might have found some old dictionaries or good linen to try out here on the homestead. Guess what, one night a Biker Book showed up in Mike's arms. I don't think he was trying to appease me or provide any nourishment---the cheap bum. He actually wanted to read this thing. I have my priorities, too, after all. I browsed through it and snacked here and there. One must remember not to eat the pictures, after all, what would any true biker do if he didn't have any two-wheelers to look at? The words don't mean much to some, just pictures, and beer.

Lots of beer. Oh! You didn't know I liked beer! Nothing wrong with that, after all you travel in good company if you enjoy beer. There's Mr. Molson, Mr. Labatt(French I think) Mr. Heinekin(Dutch?). Names from all over the world. What class! What Beer! Beer, Beer ,Beer! Drink Beer! Beer, More Beer, Pass the opener, please!!!!!!!!!!!





MOTOCYCLING

NEXT MEETING- The next meeting of the Amcm will be April 29th,at the Rothman's centre on Inkster, at 7;30.Be there or be missed.

Spring Run will be held May 12th,with a rain date of May 20th.This is our first fun and frolic of the year,and it's a good time.I'd tellyou where it's going to be held,but I don't know myself yet,so hang tough and read your news-letters for more information.

EDITOR ---------- RYAN PATTON

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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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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.

BOOKWORM

I'm back!! I have returned, mind you, this is not going to last forever I keep saying. Do the good die young? I hope not for my sake.

Boy, crawling around inside those beer cans sure gives one a funny feeling. Then afterwards-- it's a lousy feeling.

On to better thoughts-- Spring is coming! The geese are returning: The rivers rise up and the ice flows away downstream. Children's bicycles need air in their tires: Motorbikes roar to life(if there is any left in them). Mother Nature continues her relentless cycle of warmth returning to the northern hemisphere so we can ride again and collect bugs in our collective teeth.

Yes, Spring will Triumph again in her battle against the cold. We will then advance into the hot Matchless days of summer. Followed by Autumn with it's Hunters dressed in Red(get it? Red Hunters) tearing through the bush, some like Typhoons and others like Thunderbolts trying to Intercept some fur-bearing game. Then Winter returns to Dominate over us and subdue the riding desires of us and causes us to dream of Greek Gods like Diana , and wish we lived in places like Ascot or Monza where it is warmer---But remember the old sage his highness Lord BMW said once---" If Winter Comes, can Spring be far behind?????"

Overheard....there are only two types of bikes; British and American.

"What about all the famous machines from out of Kanpolaniachuckland????" asks THE BOOKWORM???

FOR SALE

- 1984 Honda 250XR Excellent condition
  $1800.00 O.B.O.

  MARK 582-2622

- 1976 Suzuki 750 GT (slightly modified by club member - John Hayduck)

  New seat, chain, sprockets, battery, rubber -- $500.00

  MARK 582-2622

THANK YOU IRV LOWEN FOR YOUR CONTRIBUTION OF A FILE BOX FOR THE TREASURER'S FILES.

JOANNE and DAVE

FLOG MART

WANTED

- Manitoba Motorcycle License Plates before 1950.
- Manitoba Motor League Circular Year Discs. (They fit into a Buffalo).
- Winnipeg Bicycle License Plates. I need the following:-- 1981, 1971, 1943-46, 1948-52, 1931-34, 1922, 1912-20.
- St. James Bicycle Plates 1950, 1956, 1961
- Winnipeg Truck Vehicle Taxes (numbers must be (30,000 or over) 1932, 1935, 1938, 1941
- Manitoba Chauffer's Badges 1912, 1913, 1914, 1916.

I will trade my wife if you can fill my entire "want" list.

Ross Metcalfe
716 Municipal Road
WINNIPEG, Manitoba
R3R 1J4

(204) 889-8177

WANTED

- Old Motorcycle Plates before 1950(Manitoba)
- Will Buy 1971-1975 Plates for 50¢ - in good condition.

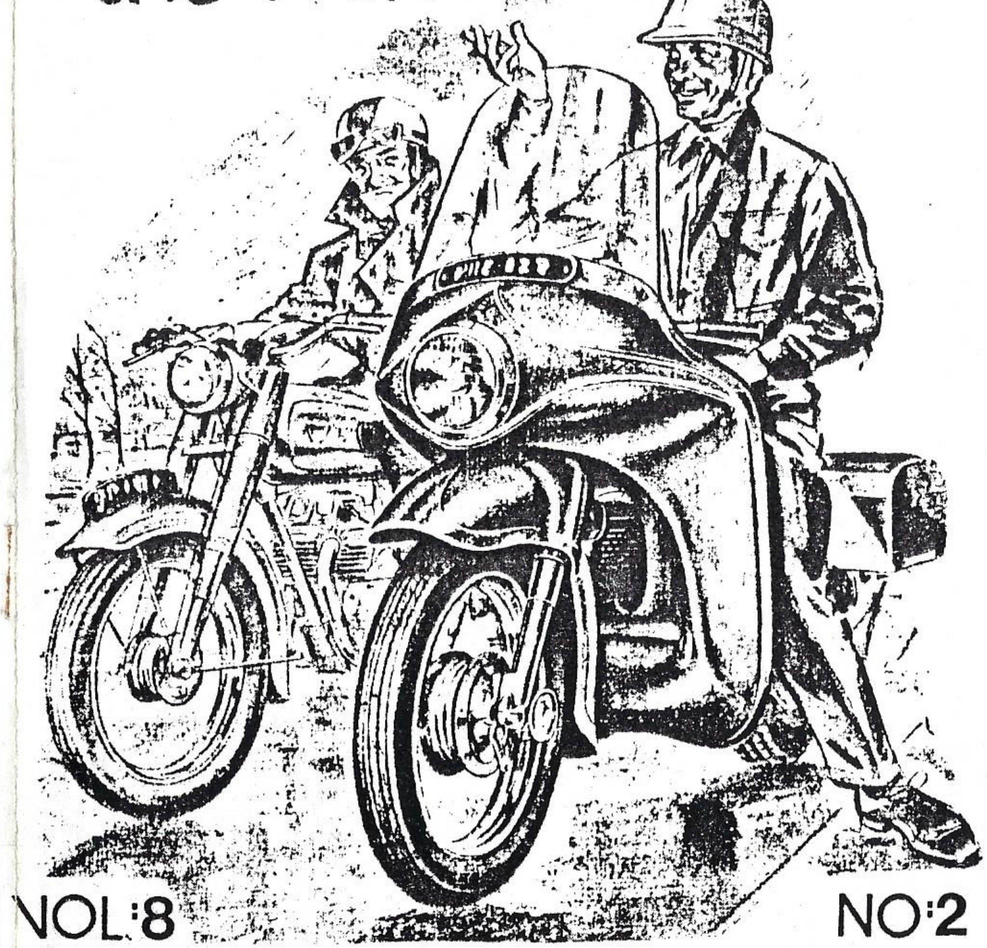
FOR TRADE

Will trade ONE 1960's Honda 50 (Step-Through) to the first person who comes up with 2 Motorcycle Plates before 1950 from Manitoba.

ROSS METCALFE

RUST'N PIECES

I hadn't noticed the rain —



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