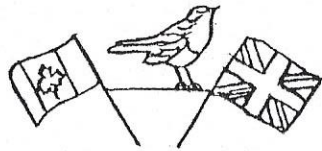






# Robins



MOTORCYCLE SALES

SPECIALIZING IN BRITISH REPAIRS  
CUSTOM -- Welding, Painting, Fabrication

ANTIQUE MOTORCYCLE PARTS

16 KEEWATIN STREET, WINNIPEG, MANITOBA, R3E 3B9

PHONE -- (204) 633-5690

## TOURING ACCESSORIES



"--am I right for Puddleton?"

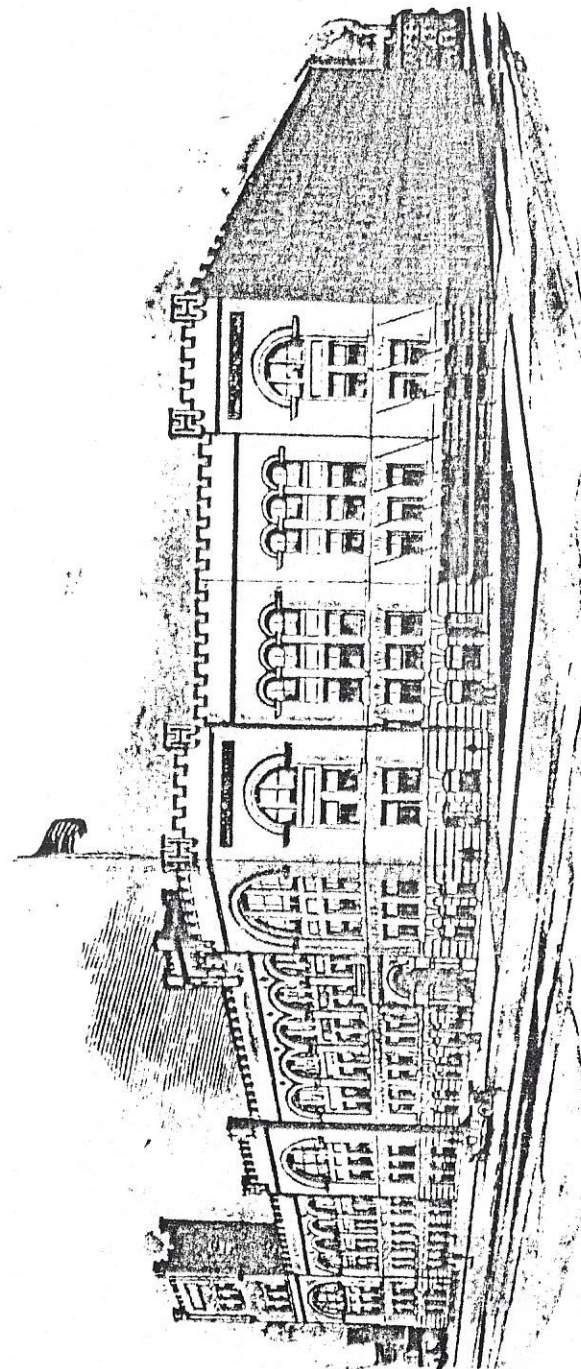
RIDERS GEAR - LEATHER, RAINSUITS HELMETS ETC.  
LUGGAGE - SADDLEBAGS, TANKBAGS, & CARRIERS ETC.  
FAIRINGS - HANNIGANS & OTHERS

SILVER - GOLDWING & VENTURE CHROME  
TRAILERS, SIDE CARS & USED BIKES  
EXHAUST SYSTEMS, TIRES, SUSPENSION ETC.  
RADAR & BIKE SECURITY

WINTER HRS SEPT - FEB  
REGULAR HRS  
MON - THURS 12 NOON - 8 PM  
FRI - SAT 10 AM - 3 PM

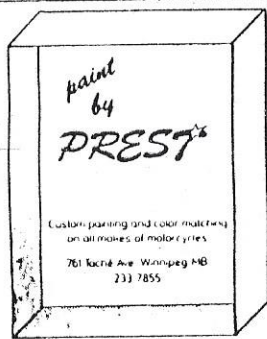


233 6980



FACTORIES OF THE HENDEE MANUFACTURING COMPANY  
Largest Producers of Motorcycles in the World





PHONE 255-6781



# THE "T" SHIRT SHACK

CUSTOM T SHIRTS-HATS-DECALS-LETTERS-NUMBERS

SCOTT HODGE  
Manager

639 1/2 ST. MARY'S ROAD  
WINNIPEG, MANITOBA R2M 3M2

# Precision Cycle



Jon Andres

49 Provencher Blvd.  
Winnipeg, Man. R2J 0B8  
(204) 237-7528



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



Sales & Service  
Custom Painting  
Phone 233-9398  
250 Goulet St.



# BEST WISHES

FOR A SAFE AND ENJOYABLE  
RIDING SEASON !!

## **NORTHWEST CYCLE**

serving Manitoba  
motorcyclists for  
more than  
50 years...

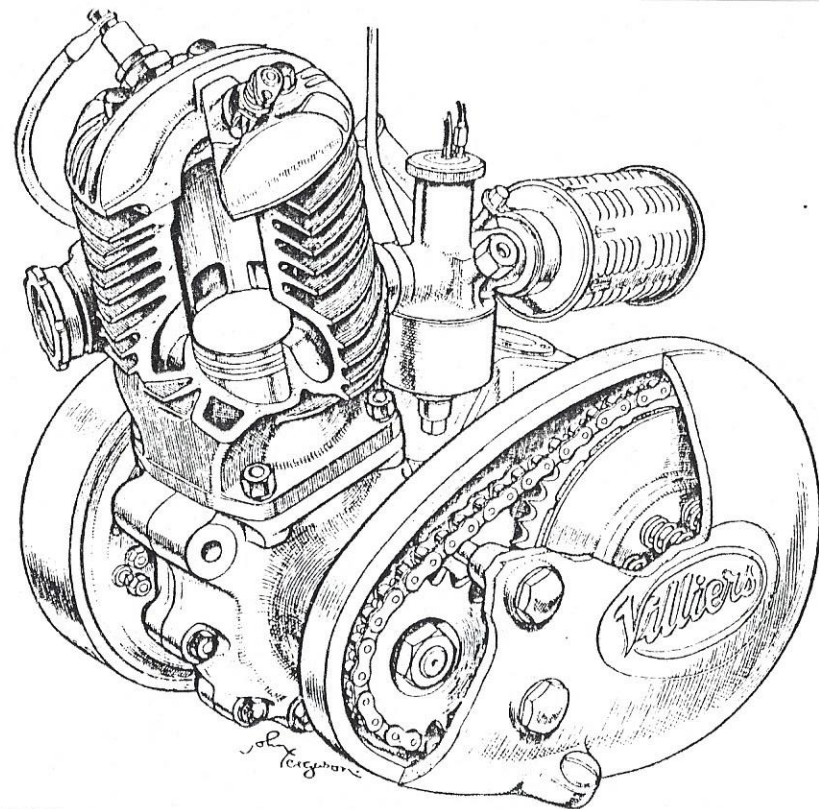


open evenings  
till 8 pm

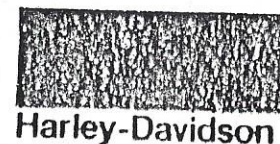
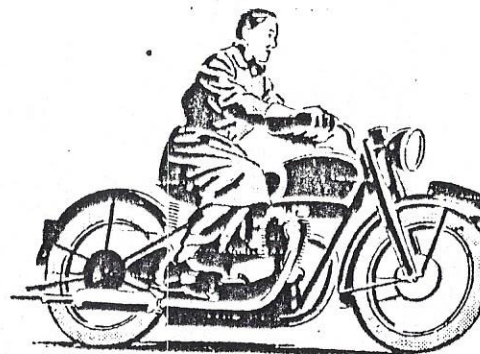
now located at

**180 McPhillips**

(at William)



## **LAWRENCE BIRD MOTORCYCLES**



# **TRIUMPH**

SALES SERVICE  
PARTS and ACCESSORIES

PH. (204) 727-3808  
1425 Pacific Ave. P.O. Box 151

BRANDON, MANITOBA

R7A 5Y8

## THERE'S A HEAVEN FOR VOLUNTEERS

Many will be shocked to find  
When the day of judgment nears,  
That there's a special  
Place in Heaven  
Set aside for volunteers.

Furnished with big recliners,  
Satin couches and footstools,  
Where there's no  
Committee Chairman  
No group leaders  
Or car pools.

No eager team  
That needs a coach  
No bazaar and no bake sale  
There will be nothing to staple  
Not one thing to fold or mail.

Telephone lists will be outlawed  
But a finger snap, will bring  
Cool drinks and gourmet dinners  
And rare treats fit for a King.

You ask -- who'll serve  
Those privileged few  
And work for all they're worth?  
Why -- all those  
Who reaped the benefits  
and NOT ONCE  
Volunteered on earth.

Author Unknown  
Submitted by Ross Metcalfe

EDITOR ----- RYAN PATTON

Rust'N Pieces is the Official BI-Monthly publication of  
THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC. (Est. 1977)  
P.O. Box 1074, Winnipeg, Manitoba, R3C 2X4

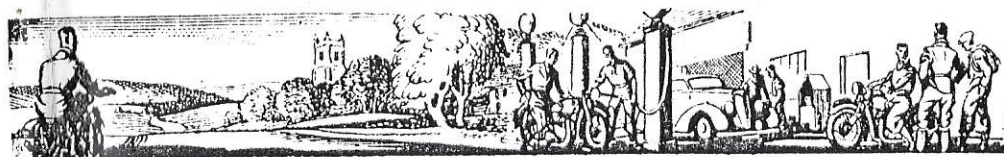
### A NON-PROFIT ORGANIZATION

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

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

Past President	Randy Maunder
Secretary	Jerry Olenko
Tresurer	Dave'Spot' Tissot
Librarian	Siggi Klann
Activities	Glenn pesclovitch
Pub.Relations	Jim Ross

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





A.M.C.M. INC. MINUTES - NOVEMBER 25, 1985

The meeting was opened by our President and the Minutes of the previous meeting were adopted as read by Ray Houde, seconded by Tiny Robins.

There were 22 present with no guests.

EXECUTIVE REPORTS:

There is currently \$1,230.77 in the Bank.  
Books for the raffle are selling well.

OLD BUSINESS:

Social Tickets are being printed and details will be worked out in coming meetings.

Club elections will be next meeting -- all members try and make it PLEEEEEESE.

NEXT MEETING IS DECEMBER 16th, 1985.

Plaques for the runs are still being looked into.

NEW BUSINESS:

The swap meet was a staggering success, there will be more in the future.

Preliminary nominations for the Executive were taken, they are:---

PRESIDENT ----- Craig Kraft  
Jim Gold  
Barry Seib

SECRETARY ----- Gary MacDonald  
Irene Robins

TREASURER ----- Glenn Pesclovitch  
Irv Lowen  
Joanne Butcher

Speaking of two-strokes, the 1910 Marathon was a two-stroke twin with separate crankcase compression for the two cylinders and a distributor to direct the flow of mixture from the single carburetor to the two crankcases. This machine produced by L. E. Rhodes of Hartford, Connecticut, had a two-speed sliding-gear transmission and a shaft drive among its many special features.

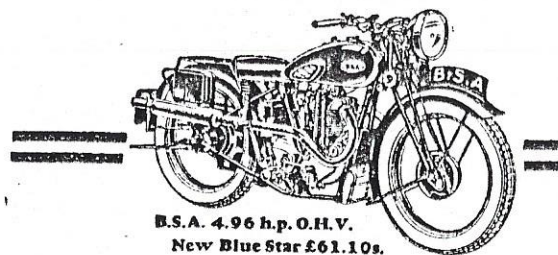
The last motorcycle to be mentioned here is a rare model of a rare make --- the 1909 Curtiss three-cylinder bike. It had two carburetors, one for the rear cylinder and one for the two forward cylinders; must have been a so-and-so to tune up! This motorcycle was advertised as "the most powerful regularly built motorcycle in the world".

These are but a few of the many interested, unusual and rare old motorcycles. The era from about 1910 to about 1915 saw an intensive effort on the part of manufacturers, inventors and backyard mechanics to develop something that would "catch on" and bring them a portion of the profits to be made in the very rapidly expanding motorcycle market. Other periods had their "oddballs" and their production ups and downs, but this is the era during which the majority of makes of American motorcycles first were produced and lived out their very short lives. One nice thing about it, these many manufacturers created a great many rarities for the collector of today to enjoy seeking out.

As some reference is made herein to four-cylinder motorcycles, I will devote my next "Motorcycle Matters" to some of these interesting old machines.

See you next month.

Bert Bentley



automotive-type steering gearbox, while the America had its steering wheel mounted directly on the fork stem. The Militaire was another of the motorcycles which abounded in odd features, such as the afore-mentioned steering, low frame, wooden-spoked wheels, shrouded and fan-cooled motors, friction transmission and rear idler wheels, but which didn't meet with the public acceptance necessary for continued production.

Still a third motorcycle was available (in 1910) with a steering wheel. In common with the Militaire, the Moore had shrouded cylinders (water-cooled and horizontal, however), outrigger idler wheels, wood-spoke wheels, and enclosed "bodywork". Also in common with the Militaire, it originated in Cleveland, Ohio, which suggests that it may have been a predecessor of that motorcycle. It also had a windshield, possibly the first on a motorcycle, and a slot in which the universal-jointed steering column could be moved to allow easy access to the seat.

The 1911 Kokomo single-cylinder cycle had no particularly unique features, but is included only as an example of the many new brands of motorcycles that appeared on the market just before the first World War, and which disappeared within a very few years. Wonder if any of the people living in the Kokomo, Indiana, area knew that this cycle existed? No record of production or advertising has been found past the late 1910 announcement.

The 1910 Wood was quite possibly a "one-off". It was built by J. J. Wood of Denver, Colorado, to prove his theories on the practicability of the two-stroke engine for motorcycles. Two days after he finished this cycle, and with only one day in which to try it out, he embarked on a highly successful 3-day, 325 mile trip over sandy and mountainous roads. He seemed rather pleased with the results, particularly the gas and oil consumption of 4 gallons and 1 quart, respectively. Whether or not this machine was serially produced, I do not know, but one of the members of the Antique Motorcycle Club of America lists in his collection a "1914 Wood 2-speed".

Nominations are still open and will be closed at the December 16th Meeting.

The annual Festival and Hootnanny at Tiny's Shop will be held the Saturday before Christmas -- December 21st, 1985.

Some Technical problems were discussed.

A motion to adjourn was made by Ray Houde, seconded by Irv Lowen.

Jerry Olenko  
Secretary

## Manitoba Motorcycle Club



P.O. Box 1074  
Winnipeg, Man.  
R3C 2X4



### VETERAN RIDER??

### BUYING YOUR FIRST BIKE??

Ladies and Gentlemen, the Manitoba Motorcycle Club is opening its doors to the motorcycling community.

Join the oldest motorcycle club in Canada (established 1911). If you are interested in becoming a member and aiding us promote the good fellowship and image of motorcyclists today, just drop by our clubhouse any Wednesday evening at 8 p.m.

We are located on Forrester, just off St. Annes Road and Bishop Grandin.

For further information call; Jim at 632-4710 or Graham at 774-1767.



## THE EDITOR SPEAKS

Well, it's cold out (again!) and there's a bunch of snow and ice on the ground (again!). First normal weather we've had around here in a year. Have you started working on your bike/s, readying them for the next year? Let me rephrase that. Have you started thinking about working on your bike? It's a strange phenomena that in the summer, riding all the time, there is an endless number of things you can think of to repair when you put the bike away. It's a different story when the bike is actually put away and it's time to get down to work. (Much like me and this newsletter, come to think of it).

To be honest, it's not necessarily our (yes, you too!) fault that the repair process get's so mixed up, taking into account the environment and extenuating circumstances. Locked-up in houses, wrapped in heavy clothing to ward off the ice and chill, everything gets convoluted and backed-up. Take the city streets for example. Locked-up in your house, the clutter and cracked paint on the walls stand out, begging to be cleaned and fixed. There are so many things suddenly screaming for time and attention.

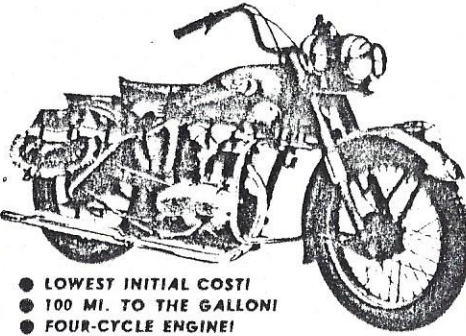
Besides, why bother? We all know deep down, that one year winter will simply never end. No spring, no summer, etc., and no biking. Ha - just trying to scare you. It's an almost known obscure fact that if you stand in one place for long enough, it will get warmer, but it's just a matter of waiting.

So----- persevere (p-e-r-s-e-v-e-r-e), keep working on it, and finish what you can, at whatever pace you wish. You are the only person you have to impress. If it seems to be taking a particularly long time, relax and take comfort in the fact that it all fits into some larger grand scheme somewhere. The machines we so lovingly(?) restore are only motorcycles, but then again, we're only human.

Enjoy the Issue  
Ryann Patton.

### The *Indian* BRAVE

...a full-sized, inexpensive motorcycle



- LOWEST INITIAL COST!
- 100 MI. TO THE GALLON!
- FOUR-CYCLE ENGINE!
- DYNAMICALLY DESIGNED!

FOR FREE CATALOG WRITE:

BOX B *Indian* SPRINGFIELD, MASS.

The Gearhart has taken its place in the limbo of motorcycles along with several hundred other makes, only a relatively few of which achieved any semblance of commercial success. Most of these successes, temporary or permanent, we all know by name, but the short-lived or prototype-only motorcycles are less likely to be remembered. This is natural, but unfortunate, because as a group they are more interesting than the cycles whose memory has survived, due for the most part to the unusual, even bizarre, design features which were often the cause of their downfall. For example the America motorcycle, produced about 1905 (as a best guess), had, of all the useless things imaginable on a motorcycle, a steering wheel! The cycle was quite normal in all other respects, in fact was a close copy of the contemporary Indian as were others of the day, but evidently the manufacturer, the Great Western Co., needed a gimmick to bring attention to its product, and thus burdened the motorcycle with a feature almost no one wanted or would have on a bet. The Militaire single and twin models of 1912 also had steering by a drag link and arm from an



MOTORCYCLE MATTERS

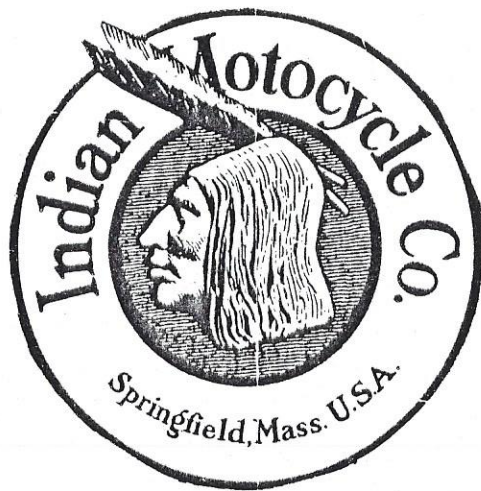
by

BERT BENTLEY

I was browsing through the Spring 1964 issue of "Antique Motorcycles" and came across an article by Jim Lucas on old motorcycles which I thought would be of interest to our members. Here it is:----

"Some Rare Old Motorcycles"

Devotees of the four-cylinder motorcycle can usually be depended upon to know the names of "all" makes of such American-built cycles, yet how many have you heard include the name Gearhart in their lists? There was such a bike, built to be sold commercially, although history fails to record if any were actually sold. At least one was made by Charles Gearhart of Mount Holly Springs, Penna., and exhibited at the Harrisburg, Penna., Auto Show in February, 1912. Unfortunately, no pictures can be found to illustrate this rare motorcycle.



Three years ago I was asked if I would accept a position on the Club Executive. I nervously accepted - not knowing quite what to expect. I found out soon enough, although the first few meetings were unfamiliar. I was now a part of the "working mechanism" of the organization and things soon started to fit into place. Now after a term as Secretary and the last two consecutive years as Club President, I still haven't had enough. I'll stand as President another year, if I'm elected, that is! Whether or not I am chosen isn't up to me anyway.

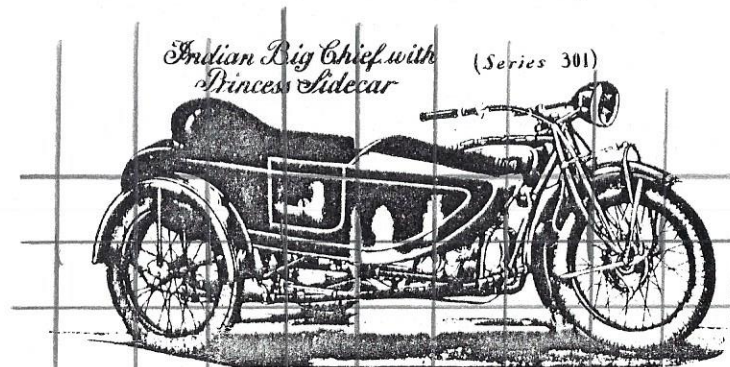
What is up to me is to try to find a new executive. If it happens that it is you that is asked, just remember, serving on the executive is not the torture or pressure it appears to be. Just consider it to be one of the best ways of contributing to the growth and well being of our Club.

Don't always think you can't do a good job or you won't be as good as so and so - just do the best you can that's all we ask. No one should criticize the job you are doing unless they think they can do better.

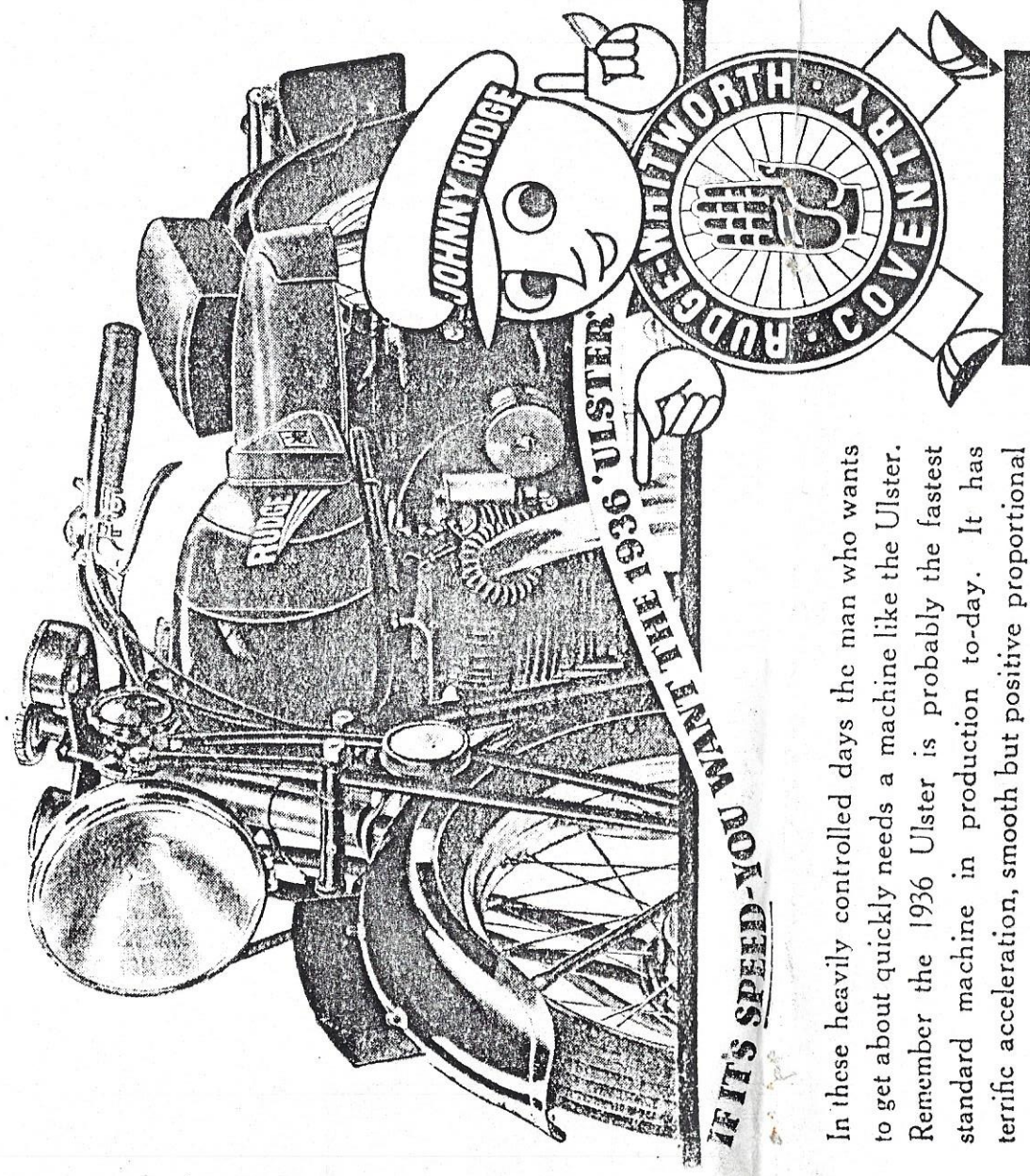
Anyway, this may be my last President's Message for a while, but either way I'd like to thank all the executive that have made my job all that much easier on me. Some of you went the two-year stretch with me and that just goes to show how well we all worked together. I've really enjoyed my term and always considered it an honour more than a chore.

Thanks again to all of you.

Craig Kraft







In these heavily controlled days the man who wants to get about quickly needs a machine like the Ulster. Remember the 1936 Ulster is probably the fastest standard machine in production to-day. It has terrific acceleration, smooth but positive proportional coupled braking and sure handling to a hair's breadth. Keen riders will revel in the number of new refinements. Make record time to Stand 25 at Olympia and see for yourself.

*Johnny Rudge*

#### 1936 RANGE

250 c.c. RAPID (all on) £49 10 0  
 250 c.c. SPORTS (all on) £55 10 0  
 500 c.c. SPECIAL (all on) £63 10 0  
 500 c.c. ULSTER (all on) £73 10 0

# RUDGE

**THEY'RE DEPENDABLE!**

**POST THIS COUPON**

**Rudge-Whitworth Ltd., Coventry**

*Please send me a copy of the 1936 Motor Cycle Catalogue.*

Name .....

Address .....

.....  
 R.T.5a. 4.12.35