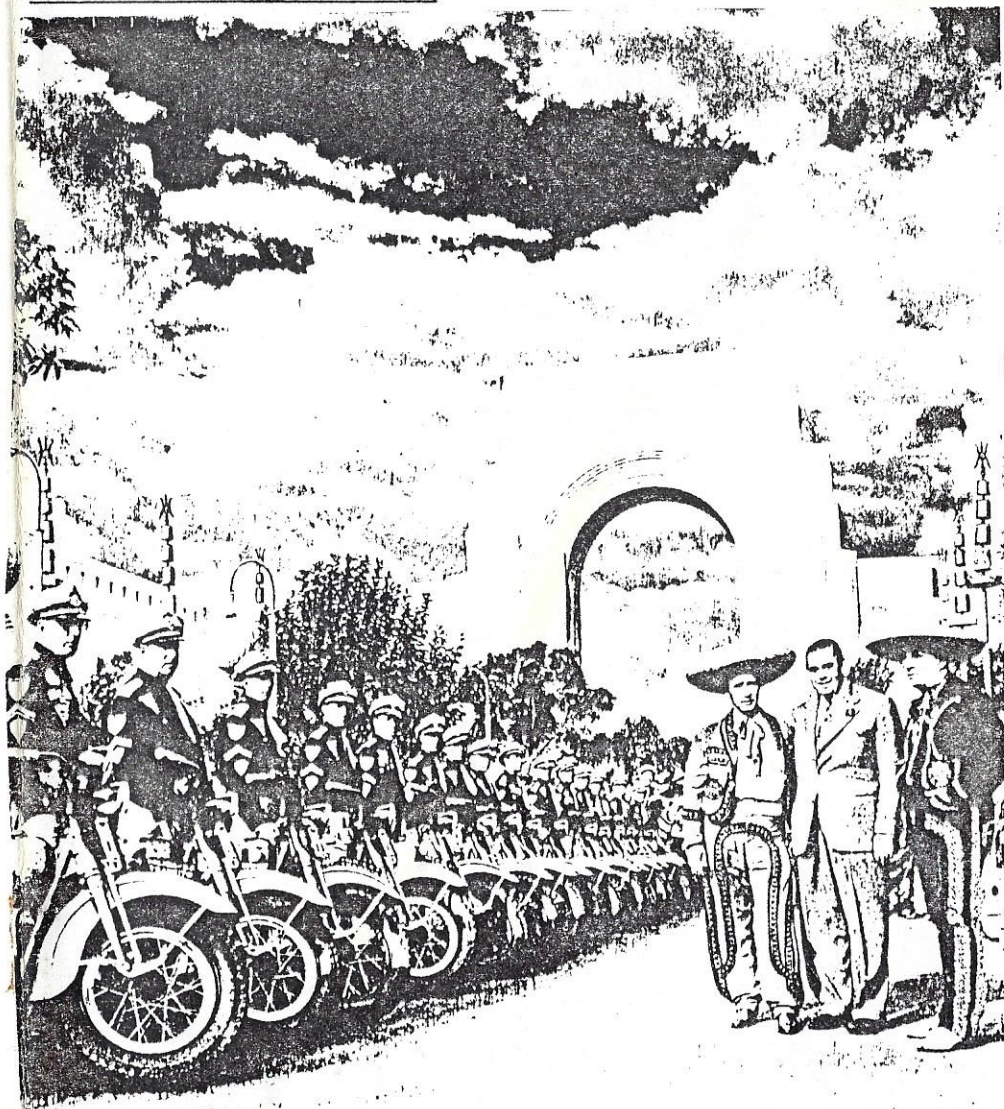


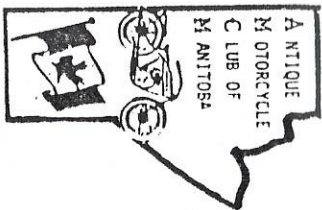
1985

# RUST'N PIECES



NO: 3

VOL: 8



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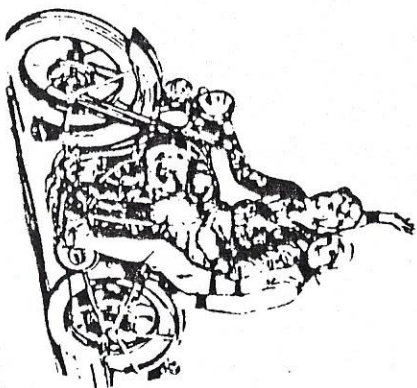
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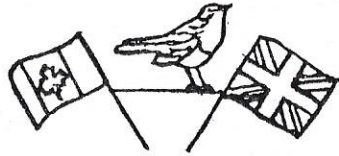
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EDITOR ----- RYAN PATTON

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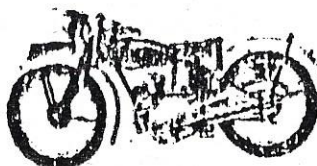
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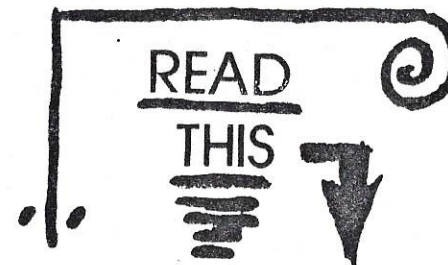
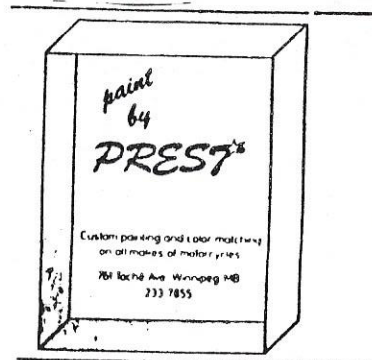


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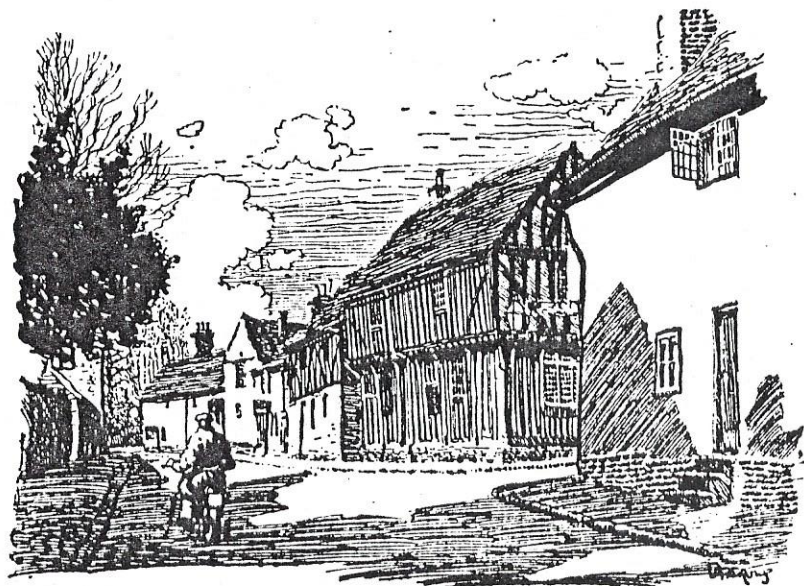
The next meeting of the Antique Motorcycle Club of Manitoba will be held at the Rothmans center on Inkster on Monday June 24th at 7:30 pm, with the following meeting happening at the same time on July 29th. It could be my imagination, but I'm not sure if that last sentence made sense. Anywayz, be there or be square

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## "THE EDITOR SPEAKS"

### BIKES and PARTS

Yup you guessed it, I'm still driving around in my pick-up truck, waiting for some parts to arrive in the mail that allows me to get back on the road. I'm waiting for some carburetors, Amal 930's to be specific. I'm not too worried. I know that as long as there is an England, I'll be able to get Amal carbs and parts, as well as Lucas electrical bits. Amal and Lucas are as English as the crown jewels. Not so for everybody.

I'm sure we all have experienced a time when someone with a new Japanese bike has asked us how we can stand all the idiosyncrises that come with the operation of an antique bike. You know, the vibrations, the oil leaks, and the inevitable "Where do you get parts?" Well, the vibrations let me know the bike is still running, the oil leaks reassure me that there is still oil circulating, and I get parts from anyone of hundreds of specialist dealers who deal in parts and services for our two wheeled dinosaurs. So much for the straight talk. After I've answered the fellows questions, I follow up and ask him where he gets his parts. At this point, the Jap owner usually turns slightly green and starts to shiver. The truth is that parts for a new Honda or Suzuki can be dastardly hard to find. Unless you're lucky enough to get the first couple of spares in stock, you're probably going to have to order from Japan. They call this BOP (Back Ordered Part) -- (which leads to questions such as: "Who put the BOP in the Jap-bike shop?").

Truth is, the manufacturers didn't bother to make much BOP's in the first place. Their production planning, which calls for a whole new set of tools and dies for each new model makes it too expensive to produce spare parts. With unit sales in Japan of upward of seven million, where are they going to keep the spares they can't sell? It doesn't really matter though, because the brains behind Honda know that most folks

## *Manitoba Motorcycle Club*



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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.



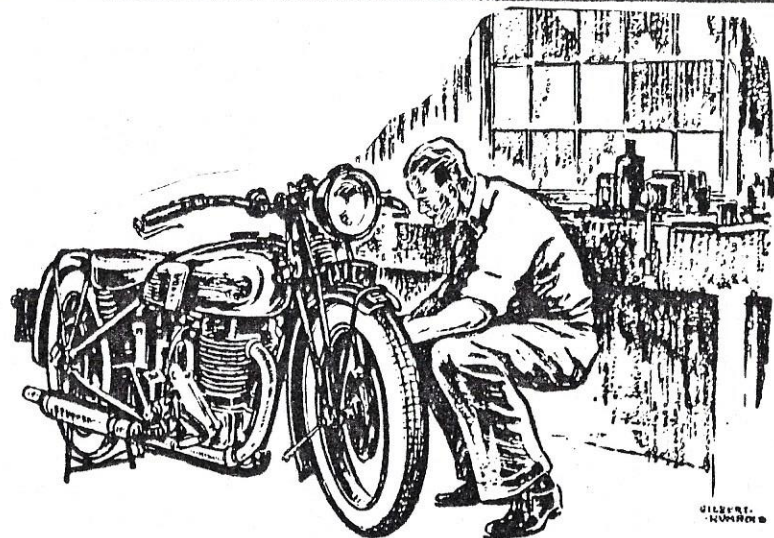
are going to buy the new model every two years or so anyway, and to heck with the spare parts situation.

I don't care. My bike doesn't have any parts from the Yamaha spares catalog. I'm content to know that "Sir Joe Rich Englishman", with his collection on antique British cars and bikes, is going to make sure that Amal and Lucas, old English firms in the grand sense of "Brittania Rules the Waves", will always manufacture spares to fit, or someone will pay. There is too much pride in these old firms for them to die. I know that even if it takes a month, my carbs will still get here, something I couldn't be so sure of if the emblem on my gas tank said "Kawasaki".

Oh and by the by, the word "AMAL" is an ancient Arabic word that means: "Work".

Enjoy the issue

Ryan Patton



Seriously though folks, you might not all like this book. The story covers everything about G. Nixon, the races, and the other racers he ran against. The older races, Carroll Resweber, George Roeder and Jo Leonard, and the young upstarts like Nixon, Dick Mann, Cal Rayborn and Fred Nix. I read the whole book in one sitting, but then again, I got right into the whole thing, all these tales about Triumph motorcycles actually running and winning races. Most of this happened however, about twelve years before I was ever eligible for a driver's licence. I found the book quite different to stories I had heard about racing in England in the sixties and even more dissimilar to stories about King Kenny Roberts and modern racing. Times change.

One more thing. This book is in the library, the Club Library, that is, but it may not be there for very much longer. It's an old paperback and I think the book can only take a couple of readers more before it self-destructs. So if you want to read some good racing yarns, just a tad dated, jump on this book before it's too late.

Ryan Patton



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BOOK REPORT: "RACER: THE STORY OF GARY NIXON"

By Joe Scalzo 230 pages

If you think way, way back in the past, most of us can recall high school English class, and the innumerable assignments one had to complete in a year. Remember all those "book reports?" All those squalid little essays analyzing the intimate details of books that we weren't even vaguely interested in. You were taught to find a couple of quotes from the book to support your thesis, make up an introduction and a conclusion, string it all together into four pages and hand it in Friday before 4:00 p.m. I shudder when I remember those pages.

Nowadays things are a wee bit different. Now I only write book reports on books I'm interested in. Except I read a different type of book. How the heck are you supposed to write a report on a book about motorcycle races? You would think you'd have to be at the race to appreciate it. And this is true, in a sense, but for a couple of personal inconsistencies. You may have noticed my penchant for Triumph motorbikes, a Company that was very successful in most kinds of motorcycle competition. I'm really not into most modern racing, except perhaps for the 24 hour endurance racing, and they just don't write about "winning" Triumphs in the newer M.C. mags.

A couple of years back, a number of 1965-68 Cycle World, etc. magazines came into my possession. Back at this time, Triumph was still pretty much at the top of the racing heap and I learned about the old American racing greats from the dirt tracks of the time and the strange phenomena that is an American TT Race. (Basically an extremely high speed motocross, except you use stripped down H.D.'s). In these old mags I kept running into pictures of this strange fellow with a brushcut, who always seemed to be winning Daytona, Peoria and every other race he could enter. But that's all I ever knew about the fellow, this brushcutted Gary Nixon. Until I found this Book.

The Meeting was opened by our President and the minutes of the previous meeting were adopted as read by Ryan, seconded by Ray. Carried.

There were 22 members present with two guests:

Rob Wallace with a '48 Speed Twin

Steve Sing with a '47 Whizzer

Executive reports were given and there is approximately \$1,065.00 in the bank.

OLD BUSINESS

Medals for winners of Club events are in. Tiny motioned we buy the remaining stock of them. Seconded by Keith. Carried.

Tickets for the stereo raffle are almost available.

Tickets for the ABATE draw are still available-- see Craig for books.

The M.M.C. donated leftover prizes to the A.M.C.M. for our club runs.

NEW BUSINESS

The ABATE blood run is June 18, 1985 at 200 Salter Street.

The prize for first restored and ridden bike was discussed and will be clarified.

A good time was had by all who went to Le Mars, Iowa Meet. Maybe more members could make it next year.

A few technical problems were discussed and hopefully solved.

A motion to adjourn was made by Brian, seconded by Dave. Carried.

Jerry Olenko  
Secretary



## MOTORCYCLE MATTERS

by

BERT BENTLEY

Some years ago I was in Minneapolis on business and took the opportunity to drop in on the Harley Davidson dealer there, Roy Egeberg of the Egeberg Cycle Company. I was looking for a pair of 28 x 3 tires, in fact. Roy had several but they were not for sale as he is also a Vintage and Antique Motorcycle enthusiast, however, I was certainly glad that I called when I did as Roy has just completed rebuilding, for a customer in Chicago, a Cyclone motorcycle and my article for this month will be devoted to that make.

As a matter of general interest, several motorcycles were manufactured in the Minneapolis-St. Paul area during the 1914 - 1916 era and I can thin of the following:---

The THEIM made by the Joerns Theim Motor Co. of St. Paul

The CYCLONE made by the Joerns Motor Mfg. Co. of  
St. Paul

The WAGNER made in St. Paul

The MINNEAPOLIS made in Minneapolis

To revert to the Cyclone. The one I saw was completely rebuilt as new - an absolutely first class job in a bright yellow colour and it made me drool. As a further matter of interest, Roy had located the original producer of the machine, I think a Mr. Joerns who was then well into his 80's and he had a picture of him standing by the machine. Mr. Joerns thinks he produced and sold somewhere between 200-300 of the machines before closing his plant.

The machines were away ahead of their time. They had leaf front springs in a normal manner but the spring rear end was most unusual, as the leaf spring employed was located on end below the saddle and, in fact, formed one side of a triangle with the rear fork stays. The motor was the most outstanding part of the machine. It was a V twin of, I think, 1000cc capacity but employed overhead valves operated by overhead camshafts,

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Fellow Motorcycle Enthusiasts,

I'm Steve Pinkston, Liaison Officer for the USNOA/CNOA, and I would like to see if we can help each other. We will run a piece about your club in our bi-monthly magazine NORTON NEWS, if you will do the same for us. By doing this we can spread the word about our clubs and increase our memberships. I need your cooperation, please help. Use the enclosed reply card to tell me about your club, or if this is a wrong address, please return the card with the correct address. This will help me keep my records straight and prevent you from getting another letter next year. Below is a short note about our club.

The USNOA/CNOA is a non-profit organization dedicated to the preservation of the Norton motorcycle. We have over 4,000 members worldwide. We publish a bi-monthly magazine called NORTON NEWS. Regular items include national and chapter coverage, tech section, news items, information on accessories, and want ads. Letters and articles from members are always welcome. Dues are \$10.00 per year, and more information can be obtained from;

United States and worldwide- Sue Ballard  
RD # 4 Box 4435  
Mercer, PA 16137  
USA

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

Please help us both by returning the enclosed card now, thank you for your cooperation.

Ride Safe  
*Steve Pinkston*  
Stephen Pinkston  
Liaison Officer USNOA/CNOA  
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USA

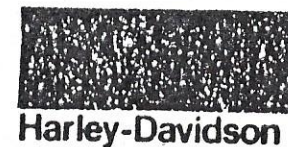
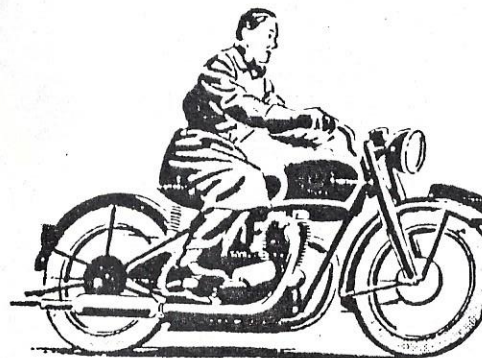
which in turn were operated by bevel gear driven shafts. The magneto was also driven by bevel gears and a shaft. It has been reported that one of these machines reached a speed of 90 m.p.h. on a dirt track in 1916. Pretty good for a machine produced years ago. The last machines produced in 1916 were fitted with a three-speed transmission.

Roy also had in his collection a rare 4 cylinder shaft driven Pierce with original paint, a 1915 Indian racer (like mine but much faster), a 1929 Super X, an old belt driven Harley Davidson, a 1925 Harley and several others.

See you next month.

BERT BENTLEY

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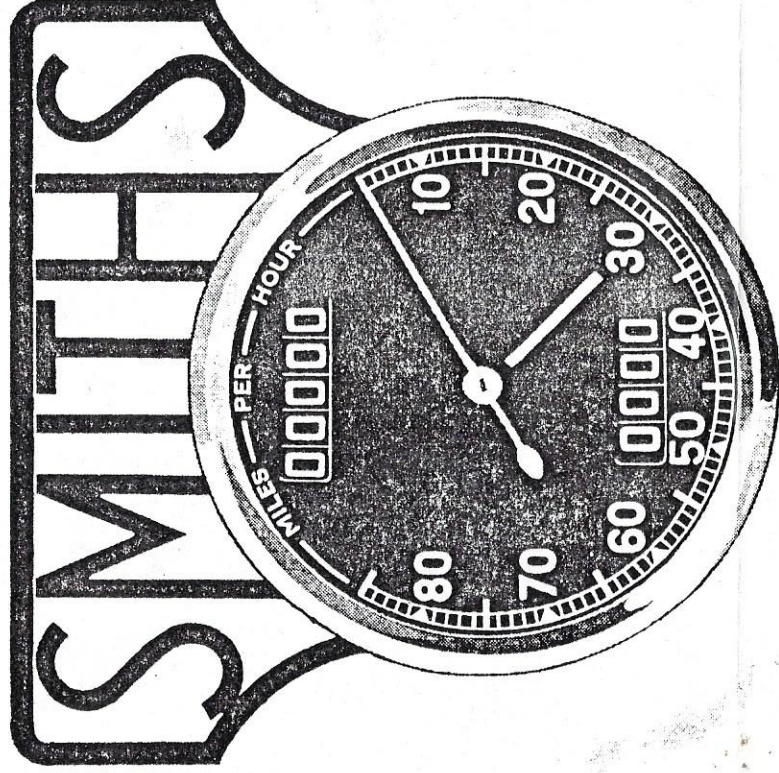
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