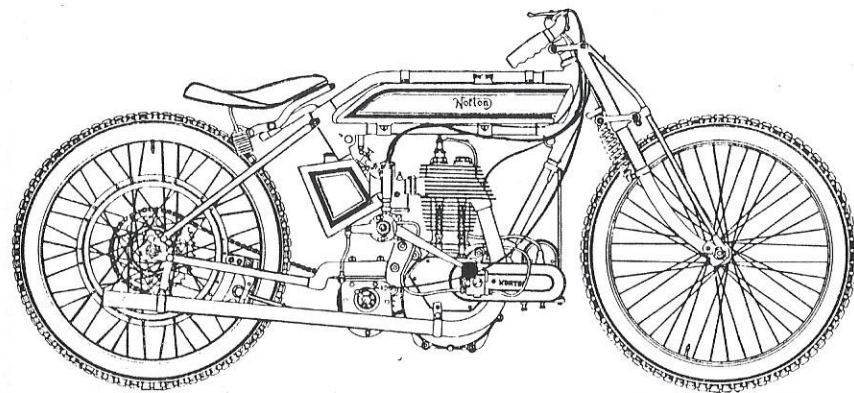


Rust 'N Pieces

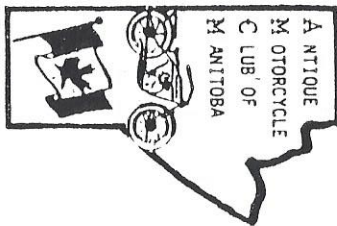


490cc SV Norton motorcycle, 1920

Vol 10

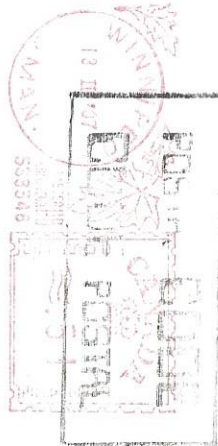
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FOR SALE: 1940 Indian Scout (45
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engine work done. \$2,000. Craig
Kraft PH 669-6047.

WANTED: Flying Merkel Parts, BSA
D7 Super Bantam Parts. Craig
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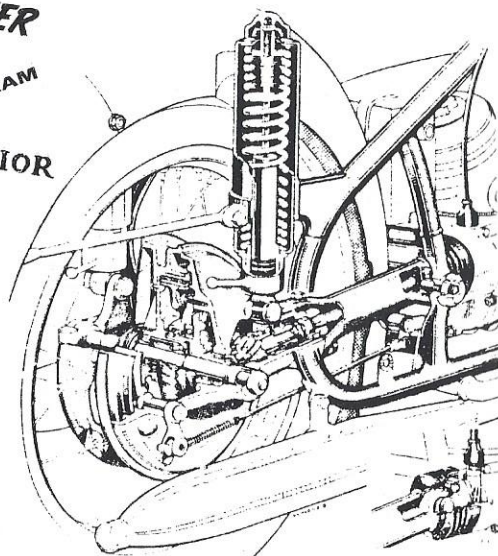
LEAD: FOR SALE two Bridgestone 350
basketcase approx 1970. Brian Sutylz
PH 1-376-2956.

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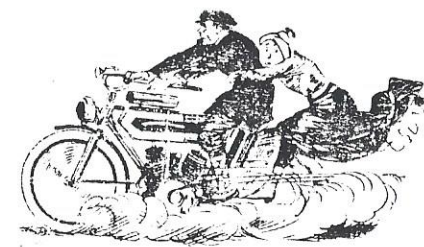
EDITOR.....DAVE JOHNSON
Assistants.....Chuck Murray
.....Sandra Murray

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scripts. Sufficient postage and self-
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* NEXT MEETING *
* FEBRUARY 23, 1987 *
* at *
* FREIGHT HOUSE *
* 200 Isabel St *

THE PRESIDENT'S NOTE



The first meeting has come and gone and Spring is just around the corner. The riding fever has gotten to me and my '47 Chief is not ready yet. Have to make more time to work on my Chief and less time drinking beer.

Our Social was a success and our 10th Anniversary Meeting was also a great success. We had the best attendance on our anniversary, meeting new and old members which we haven't seen for a long time. Let's keep this up for the 1987 season.

Our Spring Run will be on May 24th and mark this down on your calendar for this will be our special 10th anniversary run.

A last reminder, if you did not renew your membership for 1987, this is your last newsletter. Be sure to have your membership application and roster form filled out.

Have to get back to work on my Indian Chief so that I will have it ready for the Spring Run. See you all at the next meeting.

Siggi Klann



EDITOR'S

MESSAGE

Judging by our last meeting the thought that spring is about to sprung has all sorts of people scurrying about in a great rush planning all sorts of wonderful activities and tripping all over each other in their enthusiasm. (If people participated like people plan we'd have a limitless number of quite wonderful well attended and disorganized dues to go to.)

Well, as much as I dislike raining on your parades, I have had a sore spot about one of last year's events for some time and since I am editor

you are going to hear all about it. (and seeing as how this a democratic organization opposing opinions will be printed by the next editor that's elected, maybe.)

Last fall the club put on a week end run to Lasalle. An enjoyable event well put on, well attended and much appreciated. A well produced activity put on in direct conflict with a charity event, the Annual Toy Run which had been planned for the same day.

Admittedly the Toy Run is not put on by the AMCM.

Admittedly some who attended the Lasalle event would not have attended the Toy Run anyway.

Admittedly some forsook the Lasalle event to attend the Toy Run.

continued on page



THAT'S NOT FUNNY



This guy gets into a cab and says "take me downtown." They come to a red light and the cab driver goes right through it. The passenger says, "Hey Buddy, you just went through a red light!" The cab driver says, "That's all right my brother goes through red lights all the time."

"Well, okay but take it easy I want to get there in one piece."

They come to the next intersection and through the red light they go again. The passenger gets real mad this time. "Buddy if you do that one more time I am getting out and walking."

"Don't worry." says the Cabbie, "My brother goes through red lights all the time. They proceed along to the next light and it is red again. Right through they go. "That's it." says the passenger says, "Let me out, I'm walking!"

"Hey, don't get yourself all worked up buddy, my brother goes through red lights all the time and he's still alive."

"I'll give you one more chance and if you do it again I won't pay you." So on to the next intersection they go. When they get there the light is green this time. The Cabbie jams on the brakes and pretty near put the passenger through the windshield. "What the hell are you doing stopping at a green light?" yells the passenger.

"There goes my brother." says the Cabbie.

Joke submitted by Craig Kraft.



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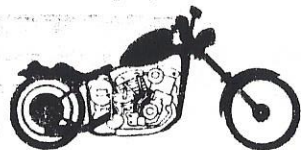
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*Indian
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1925 Models and Prices

Model L	
Indian Prince	\$185
Model LE	
Indian Prince, Electric	215
Model G	
Indian Scout	240
Model GE	
Indian Scout, Electric	275
Model NE	
Indian Standard, Electric	295

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tains." Competitors
used to change it to
"Built in the moun-
tains and tested
downhill!" It was a
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day.

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Excelsior once built
an overhead twin
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job.

Few know that the
front-wheel brake on
a motorcycle was
first used on the
Wilkinson Motorcycle
built in 1911 in
London, England. It
was operated by a
handlebar lever, and
in appearance was
similar to convent-
ional design.

Robins



MOTORCYCLE SALES

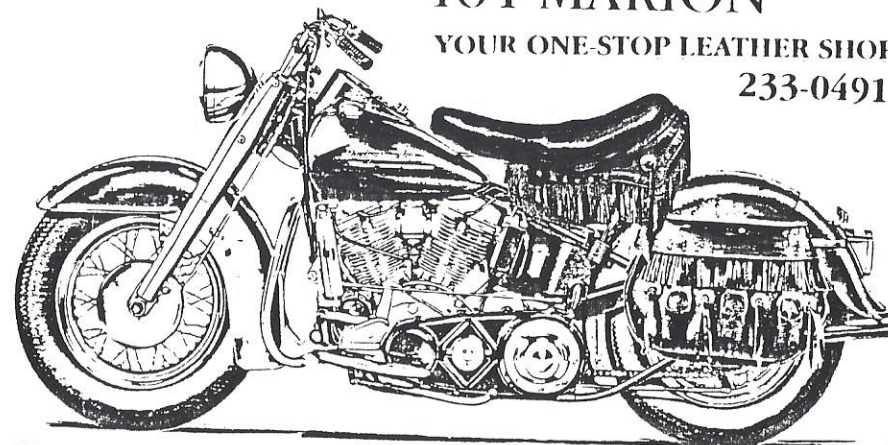
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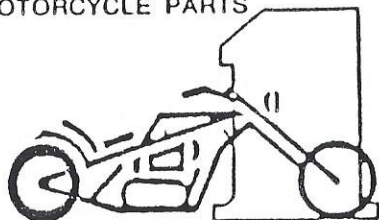
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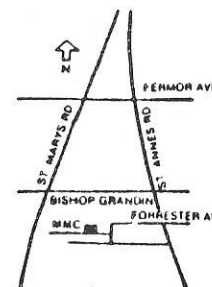
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Join the oldest motorcycle club in Canada (established 1911). If you are interested in becoming a member and aiding us promote the good fellowship and image of motorcyclists today, just drop by our clubhouse any Wednesday evening at 8 p.m.

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.



Indian Day

February 22

—the biggest annual national event
in the world of motorcycles!

THE day on which the wigwams of over 2800 dealers—all over the United States—will be the gathering places of present and future Indian riders, on edge to get their first personal view of the 1916 models of the Indian.

And what a treat is in store for them when they first see the New Indian Powerplus Motor with new ideals of power, silence, endurance, cleanliness, accessibility, speed! Everybody is talking

POWERPLUS

AND THE NEW INDIAN FEATHERWEIGHT
AND NEW INDIAN BICYCLES

How the old timers will examine the Powerplus makeup and marvel at its completeness, its ability to purr sweetly and silently to the tune of 70 miles an hour right out of the crate it's shipped in!

How the new riders will enjoy the simple, efficient little Featherweight model!

How the youngsters will admire the trim, red Indian Bicycles!

Make an Indian showroom your headquarters on Washington's Birthday.

Get in touch with the Indian riders of your community. Listen to them swap Indian experiences. Let them tell you how the Indian has stood by them year after year on the road—and why they consider it the first choice machine from every performing, mechanical and economical angle.

See the 1916 Powerplus models yourself—go over them with one of the experts who can tell you its big points, its honest values.

Don't neglect your Indian education.

Doors open from the time you get up until you get ready to turn in. Stay as long as you like you'll find something doing every minute.

Indian Day is always the greatest "get-together" event of the year for motorcycle enthusiasts. It'll be bigger than ever this year. Wholesome fun, instruction, souvenirs.

Remember the Date—February 22

Your local dealer's announcement will appear in the newspapers. Watch for it. He'll probably have something special.

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A.M.C.M. INC. MINUTES

January 26, 1987

The Meeting was held at the Freight House, 200 Isabel St and was called to order by the President, Siggi Klann. The minutes of the previous meeting were adopted as in the last Rust 'N Pieces by Jim Ross. Seconded by Ross Metcalfe.

There was 37 present and 2 guests, Craig Tatton and his son Craig, owners of an Ariel Square Four.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen said the money from the social was not settled as yet but will have a report at the next meeting. Irv also thanked the people who were involved.

Editor - Dave, Chuck and Sandra were congratulated for doing a great job on the newsletter.

Librarian - Jim received some magazines and newsletters. Chuck Murray donated 2 knives and Jim Ross donated a calculator for the library draw.

Publicity - Dave Johnson mentioned the Motorcycle Show on February, 19-22, 1987. There will be a judged Antique class. Entrance fee for your bike will cost \$10.00. - See Dave for entrance forms and/or more info. The AMCH will have a club display booth with no cost for the booth.

Activity Manager - Nil. Dave is happy with the turn out at the social.

Properties - Ray Houde doesn't have all the properties yet.

OLD BUSINESS

The social was great everyone went home with a prize.

Thanks to the businesses who donated prizes for the social.

ALSO thanks to:

- Tiny for manning the mic for prizes
- Glen Pesclovitch for donating the tickets.
- Chuck & Sandra for wrapping prizes.
- Don Werstiuk for getting the pop.
- and to everyone else who helped out.

The crests are not ready yet but will be ready anytime.

continued on next page



A.M.C.M. INC. MINUTES
(continued)

NEW BUSINESS

The Manitoba Motorcycle Club is hosting the Manitoba Motorcycle Classic on May 29-31, 1987 in Teulon. It will consist of motorcycle races. The entrance fee will be \$10.00 a head which includes admission all week-end to the races, a social with a live band on Saturday night. The racers fee will be \$25.00 with all money going toward cash prizes. The AMCM was asked to put on an Antique motorcycle display (bikes will be guarded) and possibly be involved in the races in an antique class. Many members seemed to be interested in both displaying and racing. Further discussion will be done at up and coming meetings.

SPRING RUN - May 24, 1987 at Tom Ellison's farm in East Selkirk. No rain date set as yet.

Paul Baribeau (Honourary Member) was present for the 10th anniversary meeting and party to speak and display items that his father accomplished while racing for the Indian Motorcycles. His father was a record holder in 1911 for races held in Manitoba and Canada.

The Omaha Chapter of the AMCA announced their Oklahoma Meet on February 14 & 15, 1987 and everyone is welcome.

Chuck wants people to submit literature and picture for the Rust 'N

Pieces. Literature and pictures must be in at the meeting previous to the printing of the next edition

There was a beautiful 10th anniversary cake and refreshments.

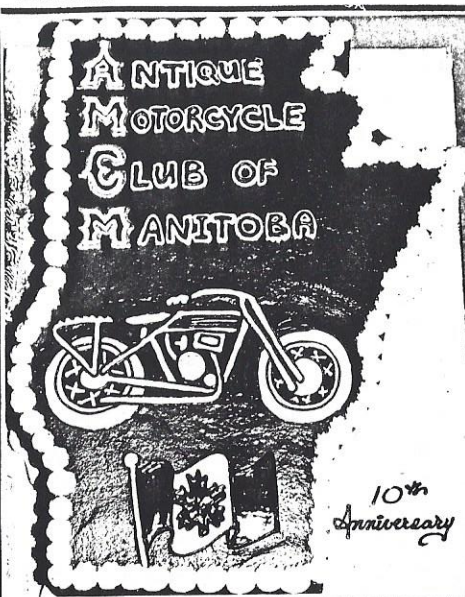
Ross Metcalfe and Chuck Murray showed slides.

Art Mueller from Kitchener, Ontario wrote the club seeking info about our club regarding newsletters and parts. The club decided to send him a Rust 'N Pieces plus a registration form.

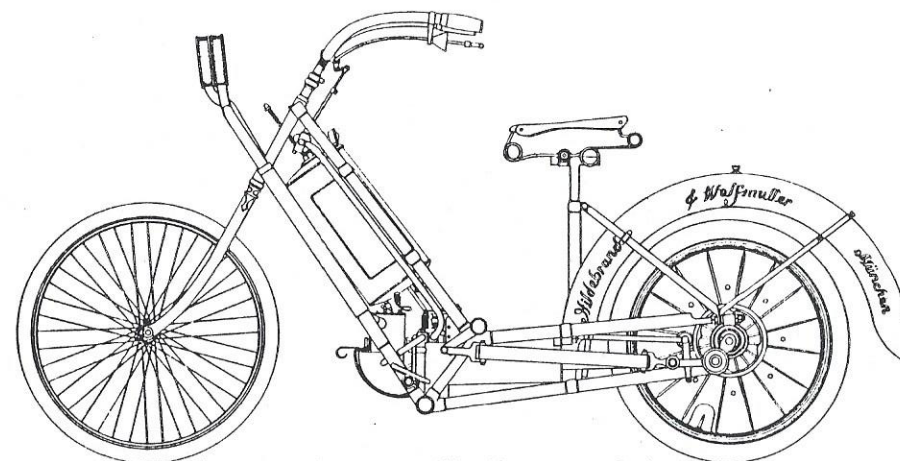
Someone submitted a lead on two Bridgestone Basket cases. Ph Brian Sutyle 376-2956.

Next Executive Meeting Thursday, February 12, 1987 at Siggis.

STEVE SING
SECRETARY



"10th ANNIVERSARY CAKE"



HILDEBRAND AND WOLFMULLER

THE FIRST MOTORCYCLE TO LOOK LIKE ONE. One of the early models produced between 1893-1896 which was on display at EXPO '86. It is black with gold stripping, with the fender (which is a tank for water to cool engine) marked on sides Hildebrand & Wolfmüller.

Daimler in 1885 was the first to put a Petrol engine in a two wheel chassis but in 1893 the Hildebrand brothers (who where building in steam from 1889-1892) teamed up with Alois Wolfmüller and built a two cylinder motor, DESIGNED a bicycle frame specifically to accept it and coined the name "Motor Cycle" (das Motorrad) and sold the machine in fairly large numbers as the Hildebrand and Wolfmüller.

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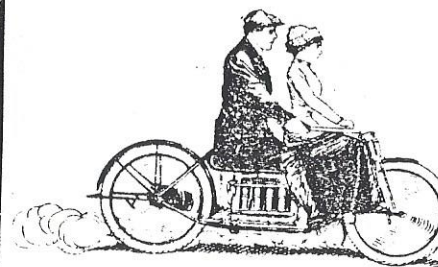
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Sept 5-6, 1987 Davenport, Iowa

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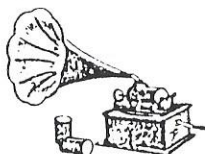
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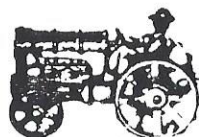
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EDITOR'S MESSAGE (continued)

Admittedly some cared enough to make a special trip down to drop off their toys after the Lasalle event.

The fact that the conflict existed in the first place is nothing short of ridiculous.

We who pride ourselves in being decent, caring, people and good citizens of our community have no business putting on an event in conflict with a charity event. - A Motorcycling Charity Event. - The number of which can be counted on one hand. This was no special annual event that we had held on this day for years and someone had accidentally conflicted with. This was a weekend

get together, something new. That could have been held on a number of other dates, even the following day. For it to be held in conflict with an established motorcycling charity event was an appalling display of uncaring ignorance that must not be permitted again.

It should be club policy that no event should be scheduled to conflict with any motorcycling charity event.

If there are any among you without the decency to be ashamed that such a thing would be allowed to happen under any circumstances then I am ashamed for you.

Dave Johnson
EDITOR

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HONDA (continued)

Honda bought 500 two cycle motors of the war surplus variety and started to produce his motorized bicycles. As a point of interest these little motors used to run on fuel extracted from pine roots. Seems they sold like rice cakes and the stock of engines was rapidly depleted. Honda responded to this by designing his own 1/2 horse 50cc two stoke engine. It was so successful that production could not keep up with the demand. Thus in 1948 the Honda Motor Company was formed. There were about eight other companies building motor bikes in Japan at this time. None of which made both their own motors and frames. Honda's fondest dream was to accomplish this. In 1949 his dream came

true with the 100cc "D" two stoke, featuring a 2.3 HP motor, two speed gear box and chain drive. This new motorcycle was for obvious reasons called the "DREAM". The rest is history.

See all this time you thought Soichiro Honda invented the Aspencade. He goes back a little longer than most know. I have written this article in a light hearted manner to spice up the story of a hard working true motorcyclist with a dream. "Soichiro Honda" a name not to forget.

(The dates and facts in this article are true, the story line may have got a little out of hand though, all intended in fun.)

Chuck Murray

DID YOU KNOW that Charles Lindbergh, the pioneer aviator and first New York to Paris flyer, was an enthusiastic motorcycle rider. He gave his motorcycle to the Ford museum where it is now displayed. It was a 1919 Series 20 Excelsior 61 cu. in. Lindbergh used this motorcycle when he was an airmail pilot flying out of St. Louis, Missouri, during the '20's and after his famous flight.

HONDA
(continued)

So he did what most reputable mechanics do, opened a business of his own. Pickings were a little slim but he managed to get by. Typical Reputable Mechanic. Seems he still had that smell of exhaust in his nostrils though. He wasn't satisfied just working on cars. He wanted to go fast in them. He took up a fairly successful hobby of racing cars. At the age of 31 his race car career came to a halt when he somersaulted his supercharged Ford four cylinder but not before setting a new Japanese record.

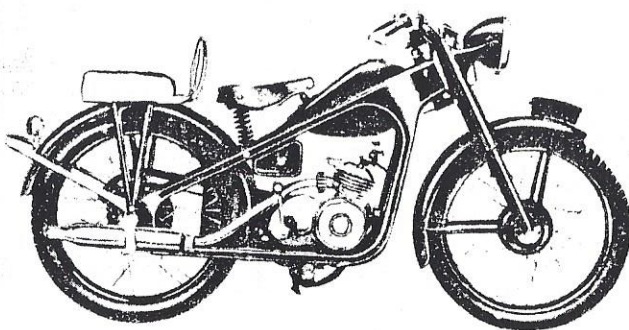
After a brief stint in the hospital to mend what damages were done, Soich limped home, changed his shorts and decided that this auto-racing is crazy stuff. "I think I will make piston rings instead." No one really knows why he did this. Making piston rings, I mean. They were of such bad quality that they wouldn't sell. At this point he had 50 people working for him making piston rings that wouldn't sell. Soich had to recon with himself. So he did what any fast reputable mechanic making piston rings that wouldn't sell would do, he pawned

his wife's wardrobe and got enough money to attend metal casting school. This proved to be one of the smartest moves he had ever done in his life. In nine months he was making the finest pistons in all of Japan, producing pistons for the military in the second world war. After the war was over Soich sold the business. He dabbled around in a few other ventures, which if I put them in here you won't believe anyway. Oh, What the heck! One of them was to make salt out of sea water and another was rotary weaving machine, neither of which were to successful.

In 1948 Soich started the Honda Technical Research Institute in Hamamatsu. Sounds impressive. Well it was a 12' x 18' shack with a barely working lathe, some machining tools and twelve hungry men.

I think at this point we should start calling Soich, Mr. Honda, well maybe Honda for short. Honda noticed that Hamamatsu was getting a little crowded and for the same matter so was the rest of Japan. He decided that a motorized bicycle was the end all to everyone's transportation problems. By golly, I think he's got it!

Continued on next page



HONDA

1949 100cc "D"

NATIONAL COALITION OF MOTORCYCLISTS



Most early motorcycles had a drip oiler. Turn the valve and the oil dripped through a glass. One early make, the Thomas Auto-Bi, advertised that you could "oil the machine without dismounting" SOME feature.

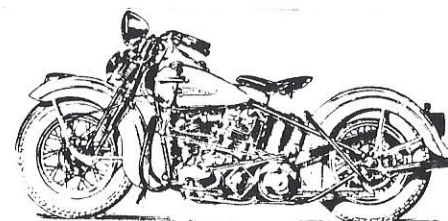
Did you know that at one time there were 700 Harley-Davidsons used by Bell Telephone Company in the United States. This substantiated Harley-Davidson's claim that the Harley-Davidson was the most economical motorcycle made.



WELCOME NEW MEMBERS

Craig T.K. Tatton
and son
Craig Tatton
of Gimli, Manitoba

They are Ariel enthusiasts owning a 1955 Ariel Square Four.



With pleasure and safety. One man can do the work of three.

COVER STORY

NORTON
490cc

This month's cover bike is a 490 cc Norton of the 1920 variety. The Norton along with it's big brother the 635cc were the first machines built entirely by Norton.

The 490 was a single cylinder side valve with a CAV magneto, AMAC TT carburetor and 3 speed gear box. It was capable of reaching speeds in the 80 mph region.



In 1964 Roger Reiman established new national and world's records for a 250cc displacement bike. He rode a Harley-Davidson Sprint. His speed was 156.24 mph. GOT YOURS GOING THAT FAST CRAIG!

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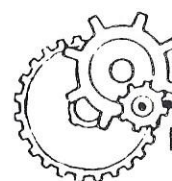
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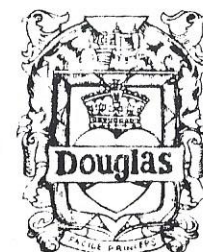


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HONDA



Honda is probably the most widely known name in the annals of modern motorcycling. In the 60's and 70's songs were written about them. Long haired bearded beaded people rode on the popular step through model, the Honda 50, pictures of Jane Fonda on a Honda, The Interstate Aspencade, lawnmowers, generators, outboard motors you name it. The largest producer of motorcycles the world has ever known.

If you are like me up until the point I started to do the research for this article. You are probably saying to yourself the word "HONDA". sort of the same way you would say the word porridge if you ate it for breakfast, lunch and supper for the last month, "HONDA". It's not as bad as you think, we as antique motorcyclists or "bikers" the preference is yours, do have something to benefit from the Honda experience. I guess the only way to get this through our non-Japanese oriented concrete blocks is to start at the beginning.

A long long time ago in a land far far away, Hamamatsu, Japan to be

exact. The year 1906. A baby boy was born. His name was Soichiro Honda. Seems Soich was no ordinary boy, he had the habit of running around with stars in his eyes every time he saw anything with exhaust coming out of it and apparently loved the smell of used oil. (See he has something in common with most of the people in the club already.) At the age of sixteen Soich left school to become an auto mechanic apprentice with the Art Trading Company. Shortly after he began work, 1923 to be exact. There was a terrible earthquake. The city of Hamamatsu and the shop that Soich worked for, were burned to the ground by the resulting fire. Lucky for him his employer was no slouch and took advantage of people's misfortune. He began to do a good business fixing all the burned cars that seemed to be around. Business was so good he even bought a motorcycle to run parts with, a side car unit as a matter of fact. By now you have probably put two and two together and you guessed it, Soich was the one who used to drive the side hack. Although he didn't know it at the time he was hooked.

Time went on and by the time Soich was 22 he had aquired a good name amongst the towns people as a reputable mechanic.

continued on page 17

10th ANNIVERSARY

CELEBRATION

On January 26th, the Antique Motorcycle Club of Manitoba turned 10 years old. There were no 10 gun salutes or firecracker displays at Assiniboine Park but almost 40 club members turned up at the Freight House to join in the celebration.

Siggi, our exalted "grand pubbah" opened the business end of the meeting. Following a short business segment (with the aroma of cake and vodka in the air) the members adjourned for a slide presentation by Ross Metcalfe. The membership viewed slides of Ross' trip to Lord Montague's Museum in England and of the A.M.C.A. meet in LeMars, Iowa in 1985. Also shown were the Murrays' slides of Deeley's Motorcycle Museum in British Columbia.

Following the slides, members retired to the punch abowl (which had approximately 70 ounces of magic elixir) prepared by Ross. Rumor has it that the recipe is so secret that they are not allowed to travel on the same airplane as they are the only ones who know the recipe. After the pallets had been cleansed, Siggi unveiled a huge cake with a beautifully sculptured vintage motorcycle done in icing on top.

It was ironic to note that the club's two founders - Ross and Siggi - were destined to be the presidents, starting each of the club's first two decades of fun and fellowship. To highlight and round out the evening, our very special guest and honorary members, Paul Baribeau, brought his famous collection of his equally

famous father - the late great Joe Baribeau. For those of you born in a time warp, Joe Baribeau set the world record on an Indian and was one of North America's most famous motorcycle racers. He must have been something to see on his trusty mount - an Indian V-twin, flat out racing and beating a bi-plane. Right, Don?

As the cake disappeared and the final plastic cup of punch was savoured, the membership packed up the memories of the club's first decade and retired home to dream of the next 10 years of the antique motorcycle hobby.

Ross Metcalfe





"WOULD ANYONE LIKE A DRUMSTICK?"



"NO THANKS SIGGI, I'LL HAVE A WING!"



"BERT AND HATTON"



THE MEMBERS WHO ATTENDED THE 10th
ANNIVERSARY MEETING