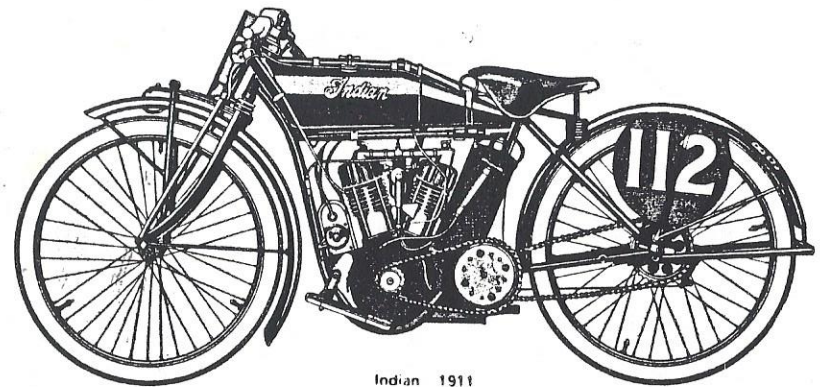


Rust 'N Pieces

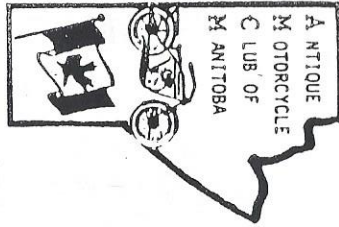


Indian 1911

Vol 10

1987

No 3



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FOR SALE - Some Triumph 500cc 1945-54 pre unit motor parts. Call Rollie Ph 257-4179.

FOR SALE - Harley Rigid parts: seat, Andrews cam, brake rod, shift rod, knucklehead barrels and head and LH engine case in good condition, also some hard to get cosmetic parts. Call Rollie Ph 257-4179.

FOR SALE - 1974 Kawasaki B5100 Trail bike (original owner) \$450., 1973 Chaparral ST100 trail bike in excellent condition \$350. Call Craig Kraft 669-6047.

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

RUST 'N PIECES is the Official Bi-Monthly Publications of THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA (Est. 1977) P.O. BOX 1074, Winnipeg, Manitoba, R3C 2X4

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Activities ManagerDave Tissot
Public Relations.....Dave Johnson
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FLANDERS 4

* NEXT MEETING *
* THURSDAY JULY 30, 1987 *
* at *
* 7.30 P.M. *
* FREIGHT HOUSE *
* 200 Isabel St *

THE PRESIDENT'S NOTE

It was a pleasure to see that our Spring Run was a great success. We had more vintage bikes and many more members attend from our previous Spring Run. Our judges did an excellent job of judging the bikes. I know it was a pretty hard job as the bikes are beautifully restored. The food was great and everyone enjoyed themselves. Let's have a good turn out for our Corn Roast Run.

Don Halfyard and myself attended the Exchange District's Victoria Day Celebration with the Manitoba Classic and Antique Auto Club. We had a

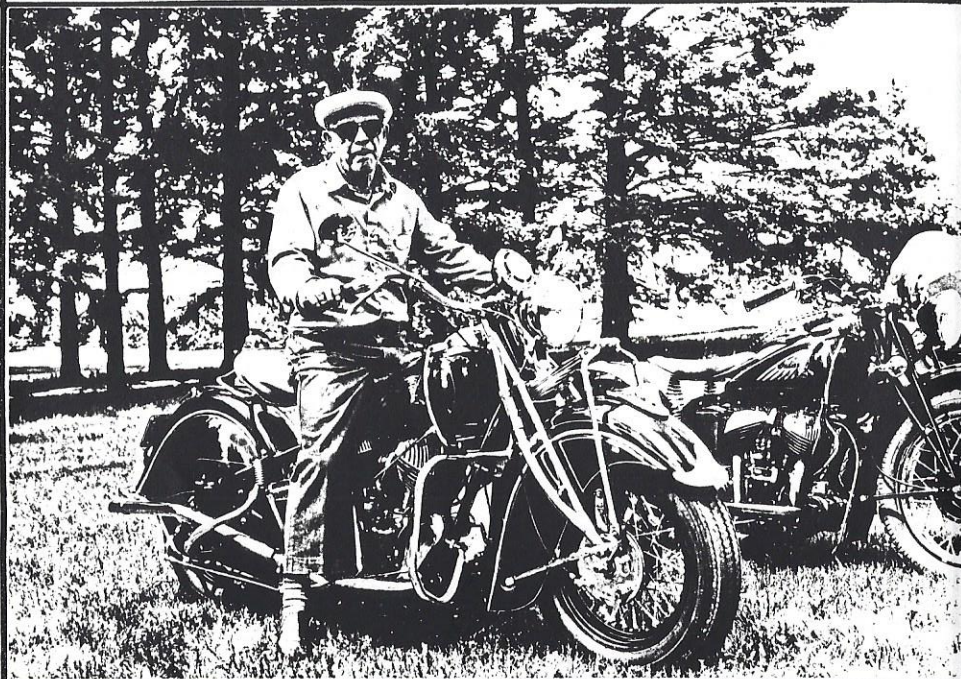
great time and hope to attend next year with a few more pre-World War II bikes.

Ten of our club members attended the Le Mars Meet in Iowa on May 30th and 31st. We should have a report when we get back.

Don't forget the Manitoba Threshermen's Reunion Run to Austin on July 25th as this is a great day to enjoy a ride. The date and place to meet will be announced in our newsletter.

Take care and ride safe and I will see you all at our next meeting.

Siggi Klann



Fletcher and his Indian (1945)



THAT'S NOT FUNNY

LADY TO DOC: Have you cured my husband of thinking he's a motorcycle?

PSYCHIATRIST: No, but we've made some progress. Instead of thinking he's a Honda he thinks he's a Harley!

INFLATION HASN'T RUINED EVERYTHING. A DIME CAN STILL BE USED AS A SCREWDRIIVER.

DOCTOR TO A WOMAN: Are you in labour?

WOMAN REPLIED: No, I'm in management

DID YOU EVER NOTICE THAT THE MOTORCYCLE THAT YOU USE DAY IN AND DAY OUT ALWAYS DECIDES TO BREAK DOWN JUST BEFORE YOUR HOLIDAYS.

Last summer we rode our bike across the west and hit every small town from Winnipeg to Vancouver. The accidents cost me a fortune.

A man was hit by motorcycle that sped away without stopping. As the man lay injured waiting for a doctor he was asked if he got the motorcyclist's licence plate number. The man replied, No, I didn't, but I know he's a barber."

"How do you know he is a barber?" asked the passerby.

"Because he went over my fact twice."

KNOCK, KNOCK
WHO'S THERE?
HONDA!
HONDA WHO?

COME HONDA THE APPLE TREE WITH ME!
(Taken from the GWRRA newsletter.)



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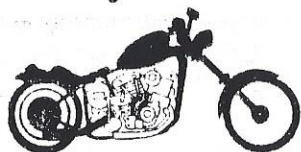
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AMERICAN MADE?

(Continued from
page 16)

MM
America 1906-WW1
Italy 1924-64

MONARCH
America 1912-15
England 1919-21
Japan 1955-62

NEW ERA
America 1908-13
England 1920-22

PEERLESS
America 1913-16
England 1913-14

ROYAL
America 1901-08
Switzerland 1900-08
Italy 1923-28

SHAW
America 1909-23
England 1904-22

SIMPLEX
America 1930's-60's
England 1919-22
Italy 1921-50
Holland 1902-68

THOMAS
America 1907-08
England 1904

TRIUMPH
America 1912
England 1903-
Germany 1903-57

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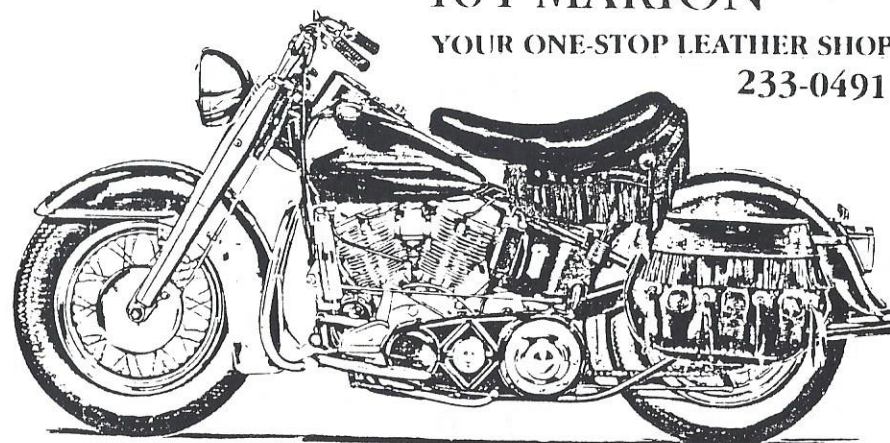
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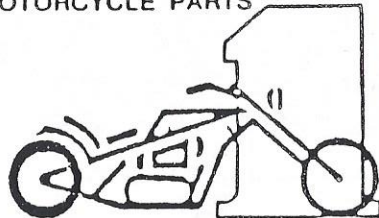
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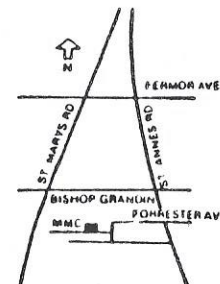
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Ladies and Gentlemen, the Manitoba Motorcycle Club is opening its doors to the motorcycling community.

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 MARITIME
ANTIQUE AND CLASSIC
MOTORCYCLE SCENE

(continued from previous page)

There are currently about 60 members and 161 bikes in the club. One of the notable is the last Gold Star made, in fact 4 numbers past the last known to the English club. The usual makes, 36 Triumph, 21 BSA, 17 Norton, 9 Velo, 11 Harley, 8 Indians, 6 AJS, 6 Matchless, 5 Ariel, 6 BMW, 1 Vincent, 4 Ducati, 2 Moto-Guzzi, and 29 made up by 20 other makes. Like all vitagents, there is a pretty good bunch in the club.

There were some problems, I've heard, with the chopper crowd a year or so ago trying to change the direction of the club, but the members got together and made them feel rather unwelcome. A bit of a battle ensued, but the group seriously interested in riding and restoring old bikes won out, and the chopper crowd left.

So if you can face a 3500 km. trip out east, you will not be disappointed with a visit to the Martimes. And if out his way, do make a point in getting in touch or dropping in, you'll always be welcome!

Randy Maunder

Champion

Rex Acme

EXCELSIOR
Jefferson
PANTHER

AJS

VINCENT

HYDRA-GLIDE

WELCOME NEW MEMBERS

John Guntner
Roy Turnock
Glen Komoski

MOTO GUZZI

LYNQ
KALE
MFG. CO. TOLEDO, OH

Poppe

HATER-LEA,
Beardmore Precision

A.M.C.M. INC. MINUTES
May 25, 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 Tiny Robins. Seconded by Craig Kraft.

There were 25 present and 2 guests.

Greg owner of a 1969 Triumph and John owner of a 1955 or 56 250 BSA.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen had a report on the Spring Run. The cost of the food was \$156.00 and the money collected totalled to \$104.00. The Spring Run cost the club \$52.00.

There was a motion to raise the cost of food at the runs from \$2 to \$3. Motion was made by Dave Tissot. Seconded by Craig Kraft. Motion was carried.

Librarian - Jim Gold mentioned that some new magazines came in and that Jim Bailey donated a book titled "Illustrated History of Motorcycles" and Chuck Murray donated a couple of pocket knives for the library draw.

Activities - Dave Tissot is happy his Scout is still in one piece after his Indian provided a ride for anyone interested at the Spring Run.

Dave Johnson motioned that the club buy a P.A. system from Tiny Robins for the sum of \$175.00 and split the

costs of repairs. Motion was carried.

Public Relations & Editor - Dave Johnson went to renew the club meeting room for the upcoming year and found out that we have to change our summer meeting day from Monday to Thursday nights. Meeting dates announced in the Rust 'N Pieces.

Properties - Ray Houde is pushing collector pins from the Spring Run.

OLD BUSINESS

The 10th Anniversary Spring Run was a great one with a large turn out, good judging, great food and the weather couldn't have been better. Thanks to everyone involved.

Siggi and Don Halfyard attended the Antique Car Club Run. It was a great success with 31 antique cars and two antique bikes.

NEW BUSINESS

Tiny motioned that we use left over Spring Run buttons as name tags. Seconded by John Guntner.

Thresherman's Reunion Run is coming up on July 25th. Riders are to meet at the Headingley Husky at 9 a.m.

There is a Vintage Road Race at Vancouver, B.C. at Westwood Race Track July 13 & 14.

Tiny motioned to adjourn. Seconded by Ray Houde.

Steve Sing, Secretary



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I will do my best to supply you with your requirements in spares or complete machines.

As this business is run by myself and wife Jeanne our prices are very fair.

A quote for any item is always available by post.

Hoping I can be a useful contact to your club.

SORRY NO STOCK LIST AVAILABLE.

THE MARITIME

ANTIQUE AND CLASSIC

MOTORCYCLE SCENE

The climate of the Maritime region has, no doubt, had a positive influence on the motorcycling scene in this little corner of our country. The riding season begins somewhat earlier than in Manitoba, and it is not uncommon to see bikes on the road as early as the beginning of April. Spring eases in slowly here instead of the parka to shorts in 1 week situation in Winnipeg. The fall is the best, extending right into November. The last run of the season last year was a 120 km. run to Middle Musquodoboit and back. This was not an endurance run to see who would freeze and fall of first, but rather a sunshine and +10 degree Celsius day. All this on November 10th.

Nova Scotia offers many great riding roads within short reach of anyone willing to venture out of town. The entire province is heavily forested and hilly, with many rushing streams and rocky seacoasts. Once outside of the larger cities, one is greeted with many small towns sprinkled through farmland or along the coast roads, with old churches, colourful houses, small harbours, gas stations, and restaurants. Cape Breton Island with the famous Cabot Trail is within a days ride and well worth a visit. The roads are uncrowded, and not burgeoning with American tourists as I had expected before moving here. People seem to be invariably friendly and always willing to have a chat.

The Atlantic Vintage Motorcycle Society meets the first Thursday of the month at a local school who puts a room at our disposal. During the summer months there is a weekly evening meet at "Sunnyside", a restaurant in Bedford halfway between Halifax and Dartmouth. This has been received rather enthusiastically by club members and it is not uncommon to see 10 to 15 bikes show up for a coffee and chinwag. Most of the machines are sistsies and early seventies Triumph and BSA's, with the odd Vincent, Moto-Guzzi, Laverda, Ducati, Etc. and your truly, Matchless.

The club run scene is somewhat more extensive than the AMCM, with 6 scheduled runs this year, the shortest of which is about 65 km. and the longest 500 km. One of the runs is to meet up with some CVMG members from New Brunswick. Most events are usually well attended with about ten or more showing up for each. The longest is the Bear River Run which is an overnight camping run up near Annapolis Royal. At the moment we are in negotiation with Atlantic Motorsport Park on becoming a member. This would allow us to use the track grounds for runs, and I suppose, let us drive around the track. It is in a very hilly, parklike setting about 50 km. from Halifax. Two members race regularly during the season, Ed Campbell on a Velo Venom, and John Smith with a Norton Atlas. Hopefully the numbers will rise in the next few years. Personally, I'm hoping to assemble a Matchless G85 in a late model AMC frame.

Continued on next page

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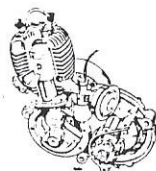


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EVENTS CALENDAR

ANTIQUE MOTORCYCLE CLUB OF MANITOBA
Thresherman's Run

July 25, 1987
Austin, Manitoba

BIGGAR BRITISH BIKE RALLY

August 15 & 16, 1987
Biggar, Saskatchewan

6WRRA

3rd Annual Manitoba Motorcycle Rodeo
Poker Run (All cycles welcome)

July 31, Aug 1-3, 1987
Emerson, Manitoba



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OF AMERICA National Meets:

Sept 5-6, 1987 Davenport, Iowa

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Cornroast

September 19, 1987
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ATTENTION ALL

A. M. C. M. MEMBERS

Due to circumstances beyond our control the
upcoming monthly meeting date are as follows:

Thursday July 30th, 1987, 7:30 p.m.

Thursday August 27th, 1987, 7:30 p.m.

at

THE FREIGHT HOUSE
200 Isabel Street



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MADE IN CANADA

(Continued from page 17)

much prefer to patronize home
industry, when equal quality is
obtainable.

Furthermore, as the Canadian market
developed and a larger output
absorbed, it was possible to reduce
manufacturing costs. It was to be
the policy of the Hendee Mfg. Co.
to share with its dealers and riders
in whatever economies may be effected
by suitable price revisions downward.

It is notable that the Indian was
the only motorcycle sold in Canada,
on which the war tax was borne by
the manufacturer instead of being
passed on to the retail buyer.

For years before the establishing
of the Canadian factory, Indian sales
in Canada far exceeded those of any
other motorcycle.

In earlier years Indian in Canada
far outstripped all competitors in
volume of business.

The Indian motorcycle since 1904
in the Canadian market was quite
successful in Canadian sporting
contests being a consistent and
steady winner on hill, track and
road.

The Indian was built in Canada by
the same methods employed in the
parent factory in Springfield. The
Canadian-built Indian was an exact
duplicate of the Springfield models.

Parts are absolutely interchange-
able in either model, thus gave
unmatchable service facilities,
should one be cross the American/
Canadian border.

(Taken from a promotional pamphlet
on the Indian Plant of Canada,
Circa 1910's)

REMEMBER

A.M.C.M. RIDES

MEET

SUNDAYS 10 A.M.

ASSINIBOINE PARK
CONSERVATORY
PARKING LOT

AND

TUESDAYS 7 P.M.

KILDONAN PARK
PAVILION
PARKING LOT

MADE IN CANADA
(Continued from page 15)

was by the establishment of a Canadian factory, wherein the machine actually would be produced on Canadian soil.

Its advantages were numerous. A Canadian-built Indian could be sold at a lower price, on account of a savings in customs duty.

Deliveries also could be made much quicker and in larger quantity.

As result of its analysis of conditions and its firm faith in the future of motorcycle business in Canada, the Hendee Mfg. Co. est-

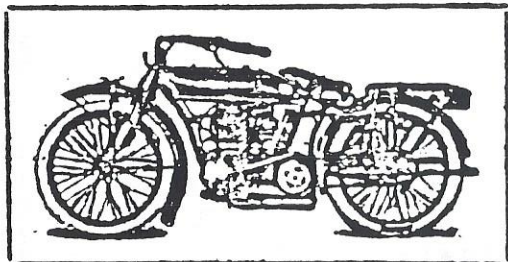
ablished a Toronto factory in 1913.

This plant was located at 12-14 Mercer St., and consisted of a brick building four stories with a total floor area of 18,000 square feet, putting out 100 machines per week.

No other motorcycle manufacturer invested so extensively in his Canadian business as the Indian. The Hendee Manufacturing Co. believed implicitly that there was a great potential market in Canada for motorcycles.

It believed that Canadian buyers

Continued on Page 18



60,000 INDIANS

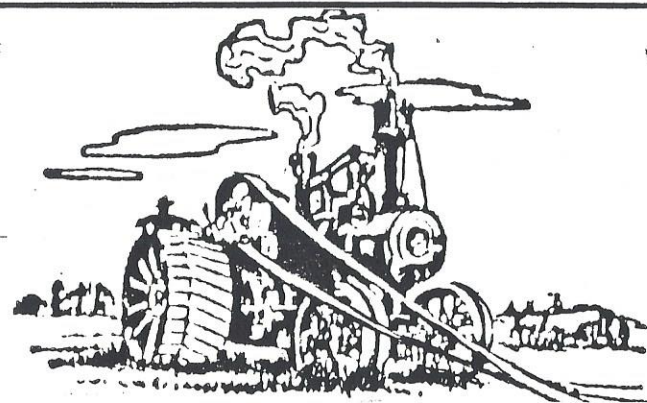
are being built this year in the combined factories at
SPRINGFIELD, HENDERVILLE AND TORONTO

and still there won't be enough for all. Before many months are past riders will be offering a premium for early delivery of 1914 Indians.

1914 Indians with all the latest improvements are offered in Winnipeg at \$270 up. Cash or terms.

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Threshermen's Reunion Run

Saturday July 25th

meet: Headingley Husky 9 a.m.

leave: 10 a.m.

COVER

STORY

Pictured on the cover is an Indian 1911 TT, the winning motorcycle of the Senior TT. Three models were made especially to race the TT. They were based on the standard 7 hp twin and employed a two-speed countershaft gearbox of that model but the engine capacity was cut down to 584 cc. An additional oil tank (carried at the upper rear of the saddle tube) discharged into the standard oil tank as required. When the trio arrived at the London depot the vaseline coated bikes were wiped clean and ready to race. The Indian machine won and an increased demand for the Indian was seen overseas.

.... The Indian although, never did win another Isle of Man TT

Indian

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IS THAT AN
AMERICAN MADE
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These motorcycles
share the name as
the American Marquee
BUT are not neces-
sarily the same.

CLEVELAND
America 1915-29
England 1911-14

DAYTON
America 1911-17
England 1913-20
England 1954-60

DE LUXE
America 1912-15
England 1920-24

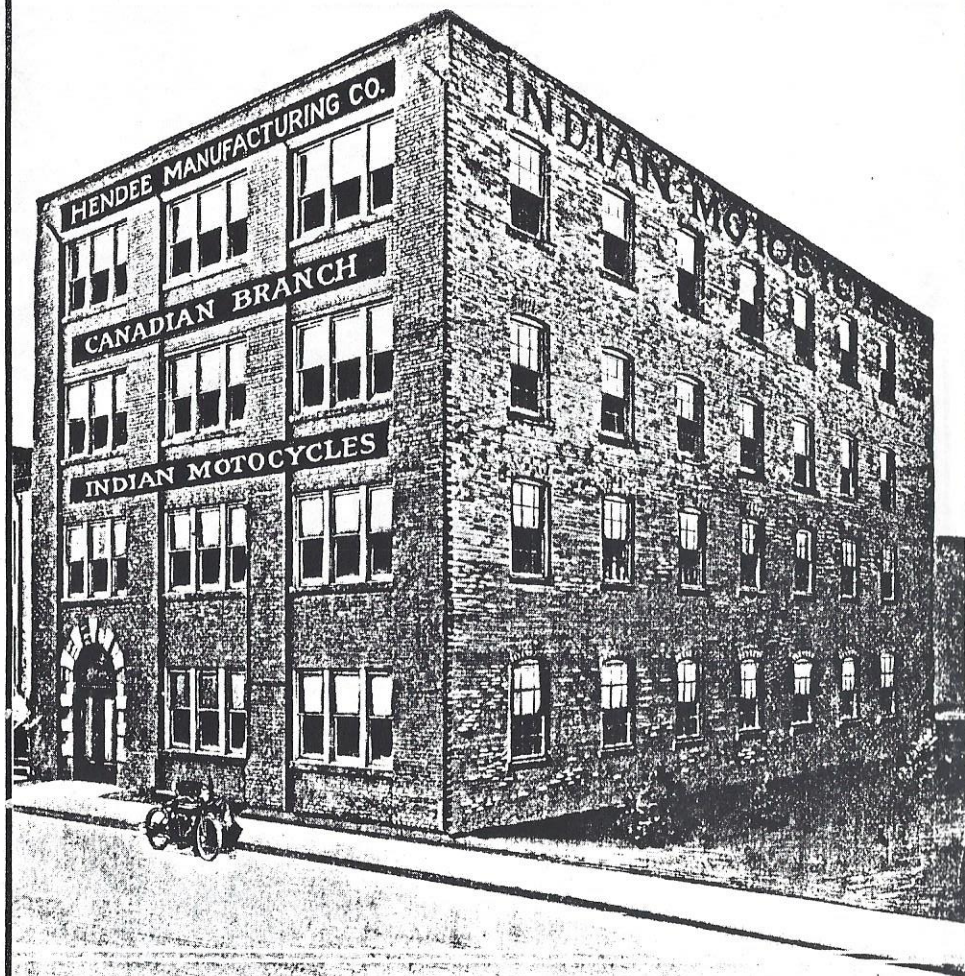
EXCELSIOR
America 1908-31
England 1896-1964
Germany 1901-39
Germany 1923-24

GREYHOUND
America 1907-14
England 1905-07

IMPERIAL
America 1903-c10
England 1901-c10

INDIAN
America 1901-53
England 1951-63

Continued on page 23



Made-in-Canada

The Indian factory in Toronto was the only motorcycle manufacturing plant throughout Canada. In the growth and development of Indian business outside the United States, Canada occupied a most important place.

Much valuable knowledge had been accumulated by the Hendee Manufacturing

Co. in connection with the marketing of its product.

Careful analysis convinced the President Geo. M. Hendee that the only way in which Indian business in Canada could be properly handled and expanded

continued on page 17

A.M.C.M. INC. MINUTES

June 24, 1987

The Meeting was held at the Freight House, 200 Isabel St and was called to order by the President, Siggie Klann. The minutes of the previous meeting were read and adopted by Rollie Cokk. Seconded by Craig Kraft.

There were 14 members present.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen said the bank account has a balance of \$2,265. less the \$180.00 which will be paid to Tiny for the P.A. System.

Librarian - Jim Gold mentioned that there are some newsletters in from other clubs. Dave Johnson donated 3 books to the club library and Tiny Robins donated a copy of a story of Graham Oates.

Public Relations & Editor - Dave Johnson mentioned that the newsletter wasn't out on time because of a few technicalities. There will now be the minutes from both the May and June meetings in the next issue of Rust 'N Pieces. The Rust 'N Pieces is looking for more want ads. Dave also mentioned the Ride for Sight was a much better success this year.

Properties - Ray Houde claims that there is not alot of properties left; a couple of shirts, pins, buttons and crests.

OLD BUSINESS

A reminder that the Threshermen's Reunion is on July 25th.

The Le Mars Run was attended by 10 of our members. A great time. Irv Lowen rode his Scout there and back bringing home two plaques with him.

NEW BUSINESS

A.M.C.M. is interested in ordering more calendars for 1988 when available.

Craig Kraft mentioned the Antique Auto Show in Steinbach was a good time and there were a couple of bikes in the show.

Dave Johnson motioned that we get a guest book. Craig Kraft seconded the motion.

Next AMCA Swap meet is in Davenport, Iowa on September 5 & 6, 1987.

The Corn Roast in on September 19th at John & Pat Choquettes.

The next Executive Meeting tentative date in August 23, 1987.

Craig Kraft motioned that the meeting should be adjourned. Seconded by Rollie Cook.

Steve Sing
Secretary

A.M.C.M.

--- SPRING RUN ---

AWARDS

BEST ORIGINAL ANTIQUE

Irv Lowen
1936 Indian

BEST RESTORED ANTIQUE

Fletcher Reid
1945 Indian

MOST UNIQUE ANTIQUE

Ross Metcalfe
1936 Harley Davidson & Sidecar

BEST ORIGINAL CLASSIC

Ray Houde
1969 BSA

BEST RESTORED CLASSIC

Rick Savoie
1969 BSA

MOST UNIQUE CLASSIC

Craig Kraft
1966 Harley Davidson Sprint

OLDEST BIKE

Gary MacDonald
1933 Harley Davidson

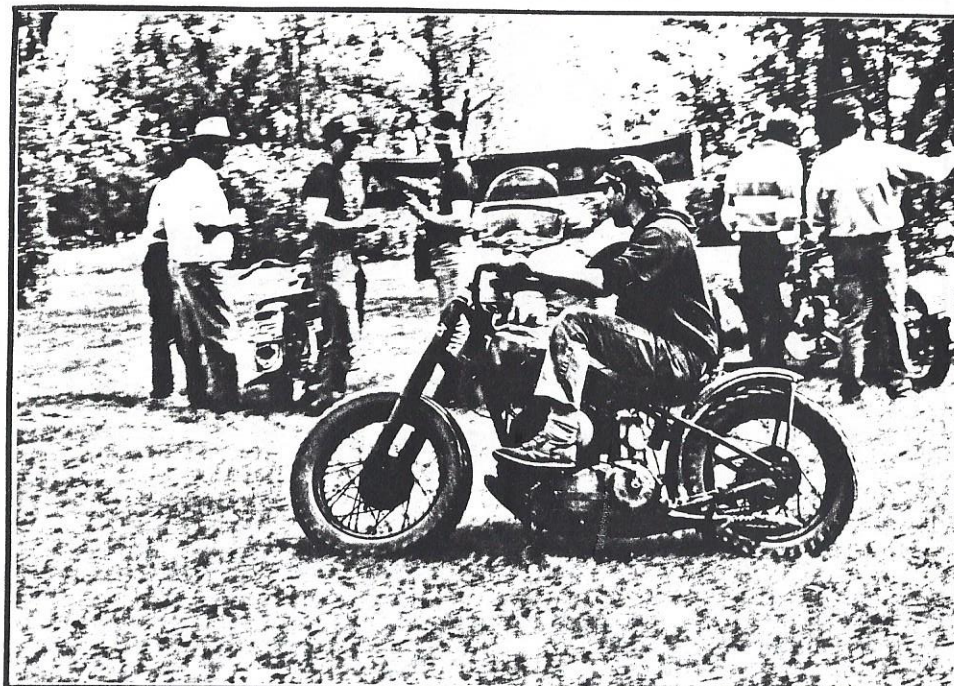
LONGEST DISTANCE

Rod Young

* Antique (Pre 1945)

Classic (Post 1945-up to 1972)

Judges: 1) Alex Grant 3) Ed Wiebe
2) Jim Gold 4) John Choquette



Spot's Classic "Funster" (Spring Run)



"The Chefs" (Spring Run)