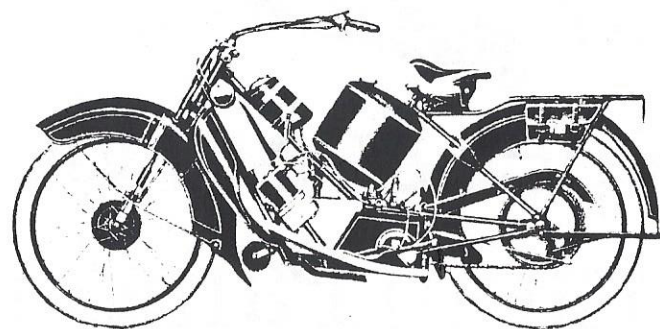


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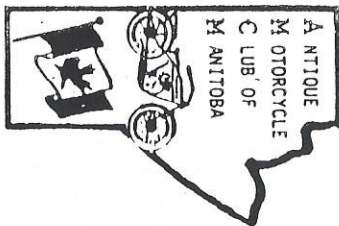


Scott Squirrel 1923

Vol 10

1987

No 5



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.....Sandra Murray

RUST 'N PIECES is the Official Bi-
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MOTORCYCLE CLUB OF MANITOBA
(Est. 1977) P.O. BOX 1074, Winnipeg,
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(204) 668-7679

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Treasurer.....Irvin Lowen
Librarian.....Jim Gold
Activities ManagerDave Tissot
Public Relations.....Dave Johnson
Property Manager.....Ray Houde

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*
* NEXT MEETING *
*
* MONDAY, NOVEMBER 30, 1987 *
*
* at *
*
* 7:30 P.M. *
*
* PORTOFINO PIZZA *
* RESTAURANT *
* MCGREGOR & LEILA *

THE PRESIDENT'S NOTE

The summer is over and we still have a few good months of riding if it doesn't get too cold or snow early.

The Davenport Meet was a success with five members attending. They were David Bjornson, Bert Bentley, John Guntner, Gary MacDonald and myself. The meet was larger with many beautiful bikes on display. The flea market was bigger, but the prices on parts were a little higher than last year. But good deals can

still be made. We should be back next year.

Our Corn Roast was again a great success with our club and the Manitoba Motorcycle Club hosting the event. The Manitoba Motorcycle Club running the games and we did the cooking. The food was great and we should thank the ladies for doing the cooking. -- Thank you again to John and Pat Choquette for having us on your farm. --

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

Siggi Klann

Buy the one machine that gives *real* service—INDIAN.



EDITOR'S

MESSAGE

Well group, here it is October already. The chill is in the air, the leaves have turned and for the most part gone and another riding season rapidly departs.

This is the last full newsletter before elections. The next will publish the results. Nominations will take place at the November meeting and elections will take place at the December meeting.

NOW is the time to start thinking about who you or do you want to hold the various offices and committees that make up the structure of this organization. What do you want the

club to be and where do you want it to be directed.

NOW is your time to do something about the structure and operation of your club!

NOW is the time to PARTICIPATE! LET'S SEE SOME ACTION!

Do you want to whine and snivel and cry or do you want to do something constructive?

Sure would be different if some of you folks would quitcherbitchin and show up at the December meeting and exercise your right to vote. -- I realize that's a lot to ask. -- God only knows what disaster would strike if there were actually new faces on the executive.

That's one thing about democracy though, you don't always get what you want or what you like -- but you always get what you deserve.

Dave Johnson



THAT'S NOT FUNNY

-Are you independant in your new job?
-I should say so, I go to work any-time I want before 7 and I quit any-time I get ready after 5 o'clock.

- Does your wife select your clothes?
- No, but she picks the pockets.

I have assets. Do you know what assets are?

Sure, assets is little donkeys.

Do you mind if I smoke?

No, I don't care if you burn!

"Sir is that your motorcycle at the door?"

"Yes, I hear it knocking.

- He's a glass blower.
- You mean he makes those fancy glass ornaments.
- No, he blows the glass to remove the foam.

I TOOK MY GIRL TO A RESTAURANT AND SHE STUCK HER FORK IN A BALD HEADED MAN'S HEAD THINKING IT WAS A HONEY DEW MELON.

HE LIKES TO TAKE A DRINK TO SEE DOUBLE AND FEEL SINGLE.

Johnny, Can you tell me what a waffle is?

Yes. Its a pancake with a no-skid tread.

"MY BROTHER WENT TWO YEARS TO WEST POINT. HE'S A HALF SOLDIER."
"THAT'S NOTHING MY BROTHER IS A WHOLESALER."



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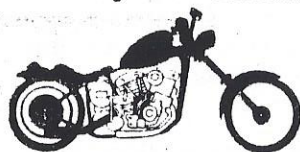
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back and they will
be returned to you.

If you don't want to
mail them please
bring them to the
monthly meeting and
given to editorial
staff.

LOOKING FORWARD TO
SOME GREAT PHOTOS!

Editorial Staff

Robins



MOTORCYCLE SALES

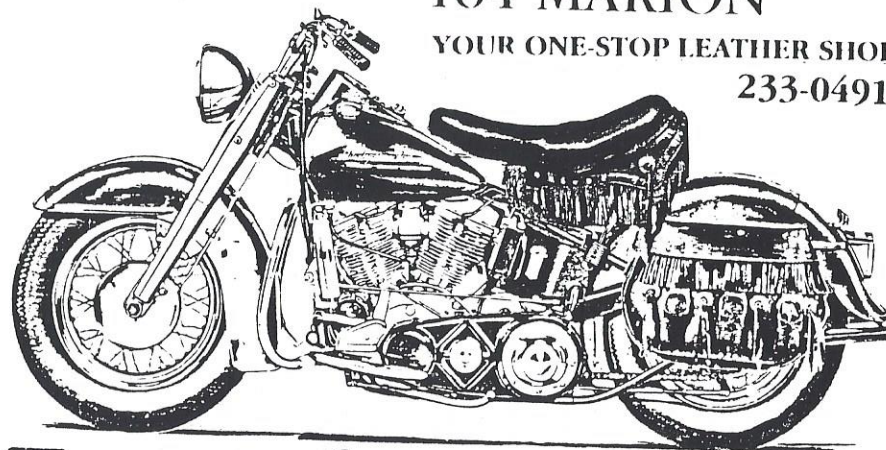
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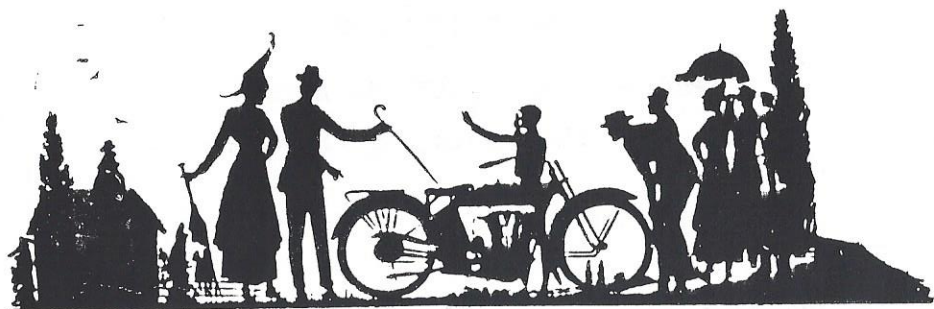
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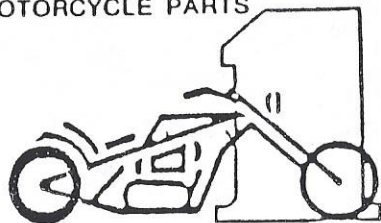
Dave Johnson

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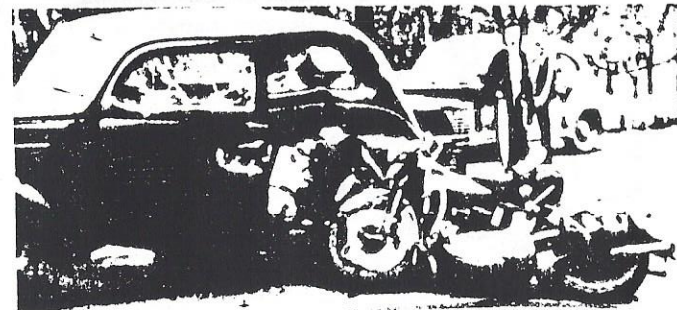


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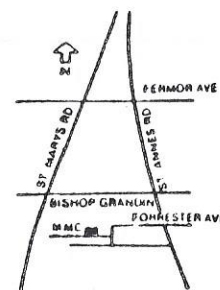
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We are located on Forrester, just off St. Annes Road and Bishop Grandin.

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

THE BIG DIG (continued)

Sunday dawned overcast and drizzly but not bad enough to postpone the tip. He collected his buddies and away they went, arriving at the farm a little after 9 a.m. Mr. French's son Bill met them and after a general introduction all round they visited the scene of operation.

The dam was dried up, creek in a gully situated between two paddocks with several willow trees and scrub along the sides. The rain eased off and they set to work. Jack set up the detector and began a systematic coverage of the ground where Bill thought the bike lay. Various sounds came from the detector headphones but no definite whine giving them the locality of the machine. At one stage they had a good contact for about six square feet, so they reached for the shovels and commenced digging. After awhile they checked with the detector again and were amazed to find not a contact. A careful check of the equipment confirmed that the detector was operating satisfactorily, so they concluded that the original contact was the metal in one's boots. 10:30 a.m. came and Bill decided to go to the homestead and get his father to give us the approximate locality of the bike. While there he would put the batteries in the tractor and bring it down also.

He eventually arrived back with his father and a large bulldozer quite prepared to spend all day if necessary to find the elusive bike. Mr. French thought the bike lay some yards from

where they had been trying, so after a short discussion Bill mounted the bulldozer and began to cut a trench between the two estimated positions. The first hour and a half saw them eagerly following the blade of the tractor as it went back and forth scooping out a large trench in the bed of the creek. A large mound of dirt gradually built up at one end as Bill and the tractor slowly cut deeper and deeper. Eventually the trench was cut to about six feet deep, twelve feet wide and sixty feet long. They were now of the opinion that the bike was some place else or that some person had acquired it years before.

TO BE CONTINUED
-NEXT ISSUE

(Taken from the notes supplied by
AMCM member Bert Bentley.)



A.M.C.M. INC. MINUTES September 28, 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 adopted by Craig Kraft and seconded by Dave Johnson.

There were 20 present and 2 guests
Parker Filmore and William
Smerchanski.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen said the Corn Roast was paid for and the Club made \$50.00.

Activities - NIL

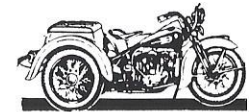
Property - No report due to absence.

Librarian - Jim Gold has new magazines in. Siggie donated a deck of cards and a bike book. Dave Johnson donated a couple of manuals.

Public Relations & Editor - Every thing is running smoothly and on time.

OLD BUSINESS

The Corn Roast was a great success with lots of old bikes and lots of fun for everyone in attendance.

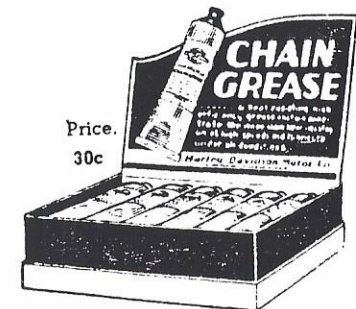


NEW BUSINESS

Some old bike parts were found at the antique car flea market which was held at Polo Park. Siggie knows of of '68 Matchless for \$2,000.

Craig Kraft motioned to adjourn the meeting. Jim Gold seconded.

Steve Sing
Secretary



IMPORTANT NOTICE

A.H.C.M.

NOVEMBER 30th, 1987

MEETING

TO

BE

HELD

AT

-- PORTOFINO PIZZA RESTAURANT --

MCGREGOR AND LEILA

7:30 P.M.

NOMINATIONS WILL BE

TAKEN FOR THE

NEW EXECUTIVE

BE THERE !



T H E

B I G

D I G

One day back in June 1962, Glen was speaking to a friend about the whereabouts of old motorcycles and the possibilities of acquiring them for restoration purposes. Like most countries, the old cycles are scarce and in New Zealand. So one has to go to great lengths to obtain one. Glen's friend had no positive leads except a rather vague reference about a machine he had seen some ten years previously. At the time he had been engaged in rescuing a veteran Zedel car from a farm about twenty miles from town, and had seen in the process, the handlebars of a bike protruding from the ground in the middle of a dam. This was during the summer months and the dam filled up during the winter, so he had little hopes of that bike.

However, he asked his friend the name of the farm and that was the first obstacle. He had no idea as to where the farm was except the general direction from town. That evening he got on the phone and was prepared to make at least 20 long distance calls. A hefty charge it could be but managed after six calls to get on to a farmer who thought he knew the place and said to give him a ring the following evening as he would enquire further for him. This suited him just fine and saved some money to

He didn't get back to calling the farmer back until a week later. When he did, he was told to contact a Mr. French. This he did, and was received rather abruptly.

"It's under about five feet of mud and water, but wait until the summer when it's dried out, then you have a shot at finding it." In answer to his question in was a 1906 Minerva. Things got a little more exciting so during the next few months he did the odd bit of research on Minerva and found out they are few and far between. There was one other one in New Zealand about though it was dated at 1906 it was a little different.

*"..The handlebars
protruded from the
ground in the middle
of a dam...."*

The following summer he spoke to a friend and the subject of the Minerva came up. The friend mentioned that he could borrow a metal detector for a day which would make the job a lot easier, as the bike was entirely buried by that time. A call to Mr. French that evening and arrangements were made to meet him the following Sunday.

Continued on Next Page

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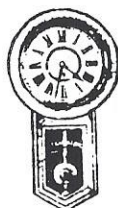
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COVER STORY

The cover of this issue features a 1923 Scott Squirrel an out of the ordinary machine just as one could imagine, frisky and endearing.

It was a light, low built with a twin two-stroke engine which was smooth and was quick to respond to the throttle. The Scott motorcycle was developed by Alfter Angas Scott. He had a great originality of mind and his further ingenuity was shown in his effective two-speed gear, the telescopic front fork and the adoption of kick-start, the first ever seen on a motorcycle.

The first Squirrel of 481cc (70 x 625mm) was announced for the 1921 season. The standard Squirrel was dropped from the range in 1929.

Though Scott experimented with a large selection of 486, 498, 532 and 596cc til the 532cc three speed version was made available in 1923. Plenty of customers asked for nothing more than the pleasant simplicity of the standard two-speeder and were totally shocked at the appearance of the first Flying Squirrel in August, 1925. It appeared with a different fuel tank than that of the traditional seat-pillar barrel.

Taking it all around. The factory had ample justification for their advertising slogan of the 1920's,

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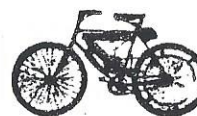
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EVENTS CALENDAR

Winnipeg Harley Riders Association
Swap Meet

November 21, 1987
Freight House
200 Isabel St



WELCOME NEW MEMBERS

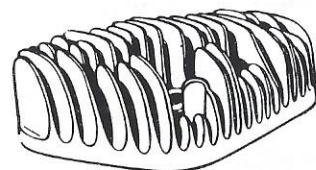
Bill Smerchanski

and

Parker Fillmore

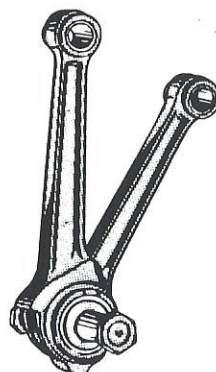
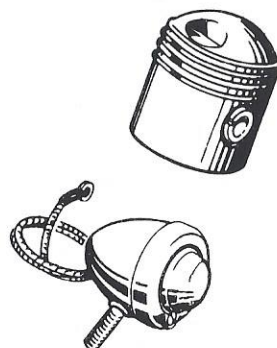
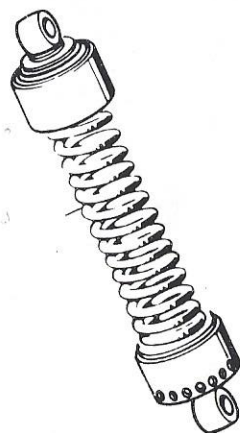
NEED SOME OLD PARTS !

HAVE SOME SPARE PARTS !



IT'S THE
W.H.R.A.
SWAP MEET

Saturday, November 21st, 1987



* OUR CLUB HAS TWO TABLES FOR CLUB MEMBERS *
*
* (Contact Dave Tissot for more info) *



Place : THE FREIGHT HOUSE
200 ISABEL STREET

Open : 1 P.M.

A.M.C.M. INC. MINUTES
October 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 read by Steve Sing and adopted by Chuck Murray. Seconded by Mike Baraschuk.

There were 15 members present.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen said there is \$2,097.00 in the account.

Activities - Dave Tissot reports that he has two tables for the Swap Meet which is to be held at the Freight House on November 21, 1987. (Open to the public at 1:00.

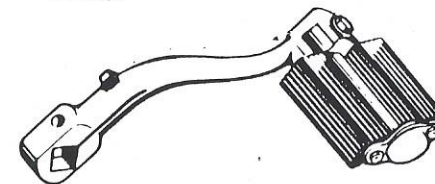
Property - Ray Houde is pushing pins.

Librarian - Jim Gold has new magazines in. Chuck Murray donated a couple of pocket knives.

Public Relations & Editor - Chuck Murray apologizes for the late newsletter.

OLD BUSINESS

There was poor attendance at the MMC's Shake and Shiver Run last Sunday.



NEW BUSINESS

There was an executive meeting last Thursday. There is a proposed new location for our club meetings at Portofino Pizza Restaurant located McGregor and Leila.

Ray Houde motioned to have the next meeting held at Portofino Pizza Restaurant. Seconded by Ed Maisey. Carried.

Next month we will be taking nominations for the club executive. See Craig Kraft if interested in any position.

TECHNICAL PROBLEMS

Norman Ratzlaft is looking for high performance parts for a 650 Bonneville.

A motion was made by Ray Houde to adjourn the meeting. Seconded by Craig Kraft.

Steve Sing
Secretary

NOMINATIONS

FOR
YOUR
NEW
EXECUTIVE
WILL
BE
TAKEN
AT
THE
NOVEMBER
MEETING
-- MAYBE --
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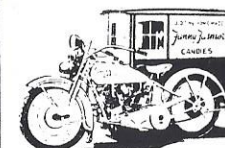
Indian Motorcycle

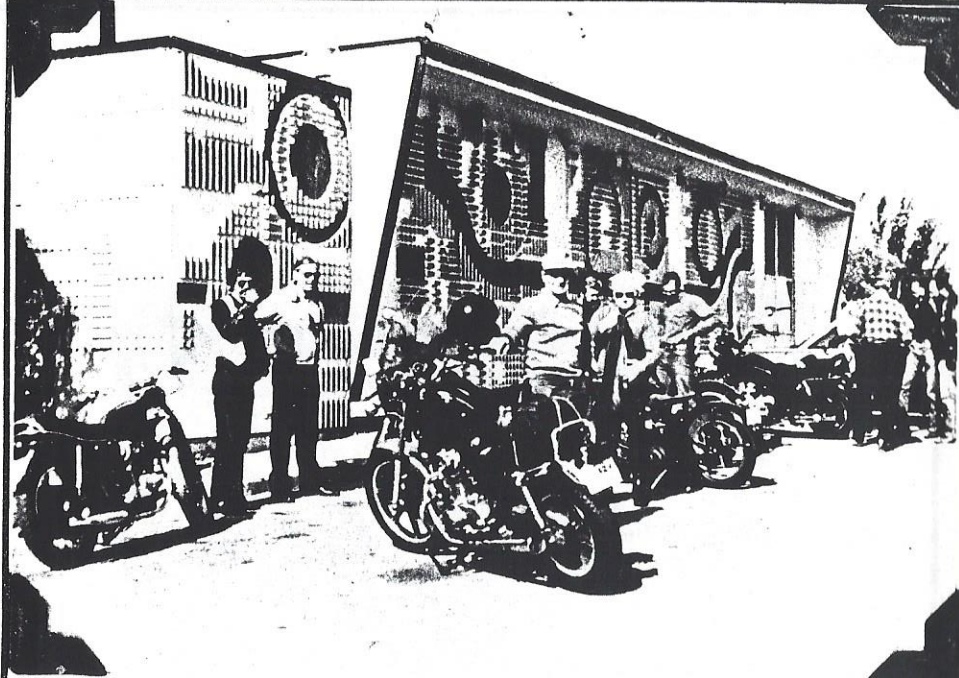
1927 Models and Prices

Model L	
Indian Prince	\$195
Model LE	
Indian Prince, Electric	225
Model G	
Indian Scout 37	250
Model GE	
Indian Scout 37, Electric	285
Model GP	
Indian Scout 45	275
Model GEP	
Indian Scout 45, Electric	310
Model HE	
Indian Chief 61, Electric	325
Model HEP	
Big Chief 74, Electric	335
Indian Fire Patrol	
(Foamite-Childs Equipped)	
including sales tax	725
Princess Sidecar	100
Apron Equipment, \$2.50 extra	
Princess Sidecar with Ad-	
justable Axle	105
Apron Equipment, \$2.50 extra	
Indian Scout Service Van	
Size 46" x 27 1/2" x 17 1/2"	110



The unveiling of the
first Henderson four
-cylinder motor-
cycle to reach
western Canada was
on February 5, 1913
at Consolidated
Bicycle & Motor Co
in Winnipeg, Man.





MAN AND MACHINE AGAINST THE ELEMENTS

A few energetic member and their wives partook in the first Supper Run. It was a rather relaxed event of sorts. At least it was planned that way. We went on a short city tour encompassing Assiniboine Park, Headinley, Sturgeon Road, Inkster Boulevard, Scotia Street through to Kildonan Park. Sounds like a quick tour, well most of you probably have heard the old story of ours that we very seldom have just a nice ride weatherwise. The Supper Run was no exception. A nice sunny day turned to gale force winds which tried desperately to blow us off the highway. We all made it and the wind sure made itself a topic of conversation. A few short stops and our journey ended at Portofino Pizza Restaurant. There we were joined by fellow members

who could not make the ride. The air was filled with storied, jokes, and laughter, not to mention the aroma of good food. But wait, what's a little bit of wind? All of us had to go home sooner or later. For most of us it was sooner to face the rain. Considering most of us were dressed for balmy weather, I can honestly say everyone had to share our usual misfortune of a little bit of water. Thanks to Laddie some of us stayed a little dry. Trudy and I set a new garbage bag fashion trend, too. Anyway the wind, dark gloomy clouds and eventual rain never stopped us all from having a good time. Hopefully we'll have another Supper Run in '88.

Sandra Murray

CORN ROAST

Our annual AMCM/MMC Corn roast took place on September 19th and as usual was a great success. The day's activities started out at Robin's Donuts around noon with a little java and a good old BS session. From Robin's with Siggie leading, we made our way out to Lockport. A short pit stop was made there which gave everyone a chance to see what the other was riding and to sling a few more stories. Our journey began once again and off to Pat and John Choquette's in East Selkirk we went.

I think the easiest way to explain what went on there is to use an award system.

Our first award goes out to Pat and John Choquette for being such good hosts and organizing the food, etc.

The second award goes out to the MMC for the good job they did organizing the games.

A Special award goes out to Tiny Robins for announcing the day's events.

Ted Hector gets an award for being the most outstanding showman on his BSA rigid frame wheeling it through the pylons as if it were a trials bike.

Dave Johnson gets special mention for getting lost and not being able to find the Corn Roast.

In that same category Ross Metcalfe

gets honourable mention for giving Dave the directions. Also Ross gets the best disappointed look of the day when he saw the Pixie autocycle that Dave Johnson was supposed to bid on for Ross at an auction the week before and didn't.

My choice for best bike was that of Laddie Nos. He had his '54 Triumph looking and running excellent.

Spot gets an award for being himself.

Special thanks goes out to all the wives and family members who came out.

Thanks to the guy who invented corn and hot dogs.

I can't help but put this one in. Thanks to Don Halfyard where ever he was that day (All in fun Don!)

I understand Irv Lowen now holds the world record from Selkirk to Wpg.

Ray Houde gets decorated for having the side car with the most hats in it.

Craig Kraft gets mentioned for waiting a couple of weeks before crashing so he could make the corn roast.

The best award goes to the 75 or so members from both clubs who turned out for good time and a good ride.

Chuck Murray



DAVE WITH HIS INDIAN CHIEF



LADDIE MANEUVERING THROUGH THE PYLONS