

Rust 'N Pieces



Vol 11

1988

No 6

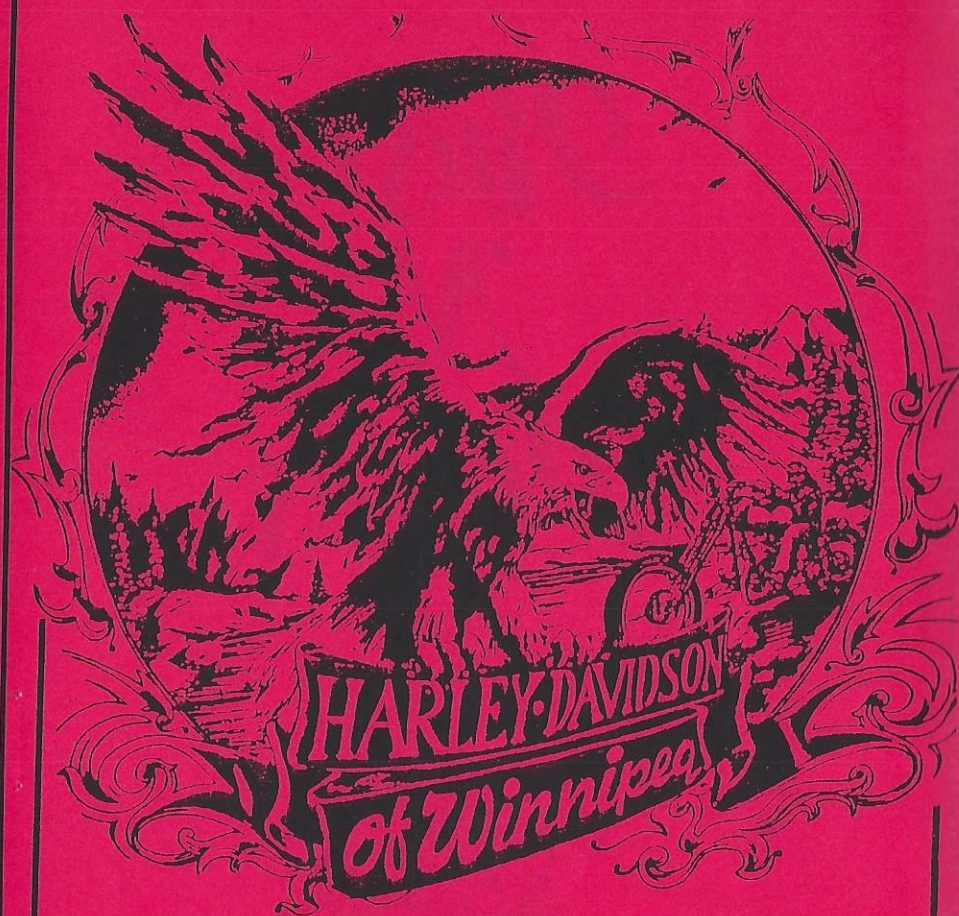


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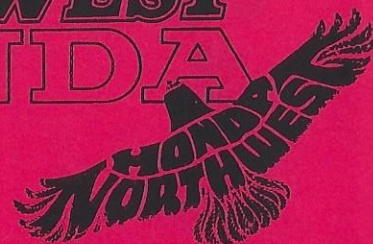
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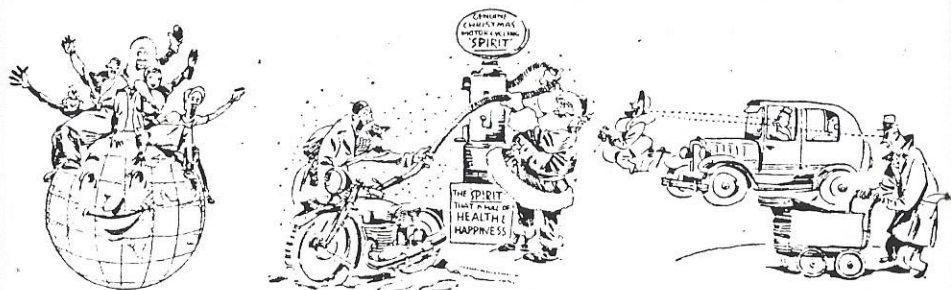
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—to our fourwheeled brethen; may they soon return to the fold.



May everyone this Christmas achieve his heart's desire . . . whatever it may be!



—to newcomers; remember you're never too young or too old to learn.

Lastly, we offer "all the best" to those who wish us the worst.



THAT'S NOT FUNNY

THERE IS NO Sadder OR MORE FREQUENT Obituary ON THE PAGES OF TIME THAN "WE HAVE ALWAYS DONE IT THIS WAY!"

Man is the only animal that can be skinned more than once.

Some people are like blisters. They never appear until the work is done.

WORRY IS LIKE A ROCKING CHAIR. IT GIVES YOU SOMETHING TO DO BUT IT DOESN'T GET YOU ANYWHERE

AN OPTIMIST IS A PERSON WHO THINKS HE CAN BREAK UP A TRAFFIC JAM BY BLOWING HIS HORN.

A little boy came home from his Christmas exam vey sad because he had failed to give an answer to the teacher's question. "What was that, my boy" said the father. "Well, he asked me where the Nile was. I said I didn't know." Father replied. " Why don't you remember where you put things."



"Who?"



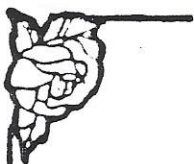
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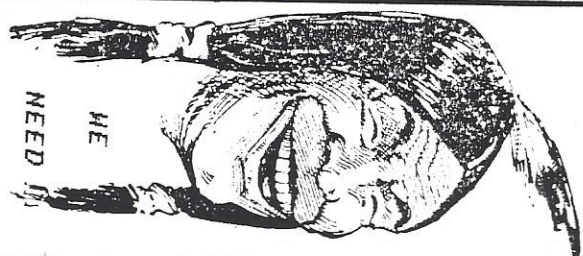
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Editorial Staff

Robins



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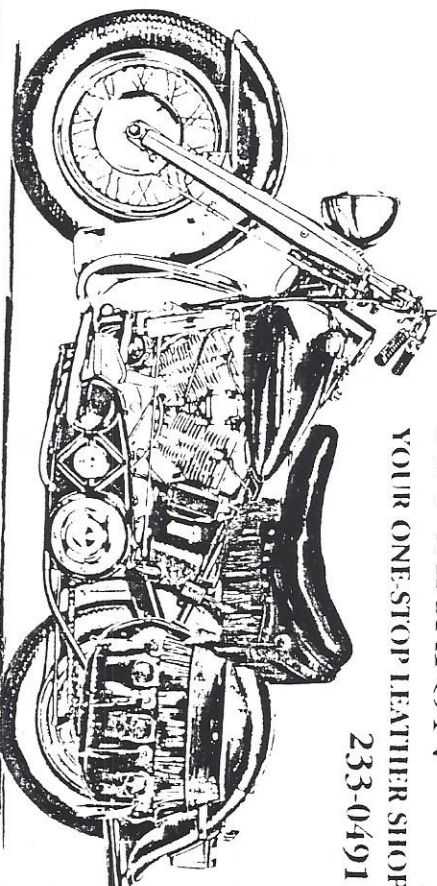
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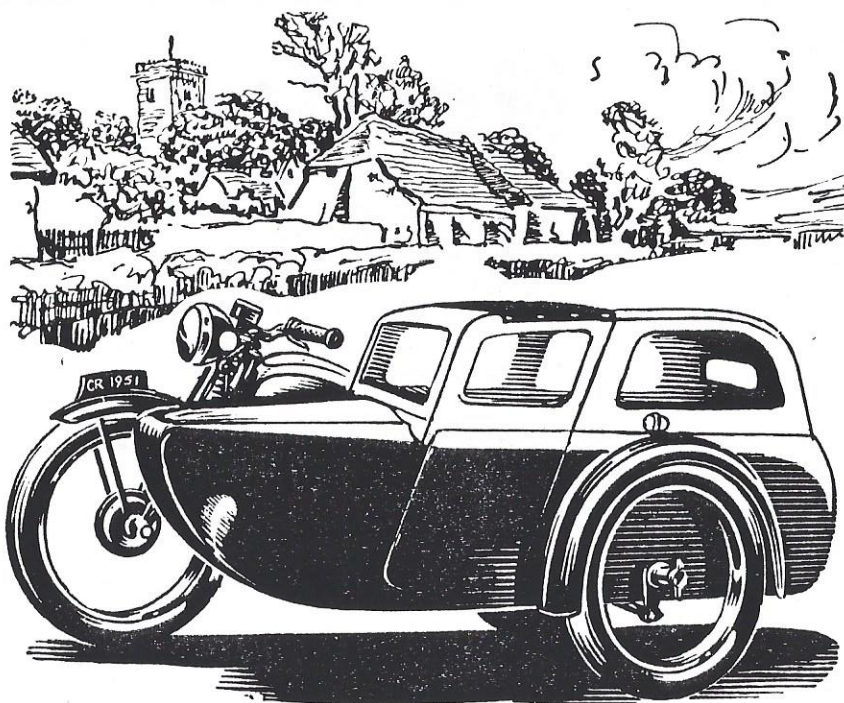
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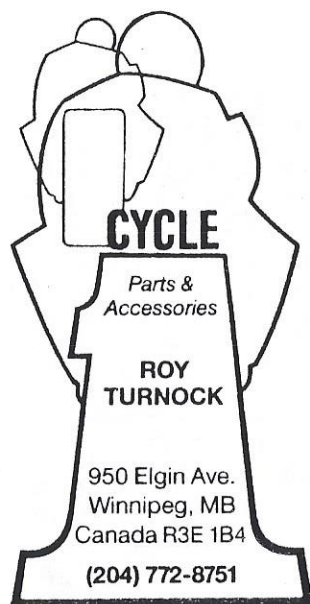


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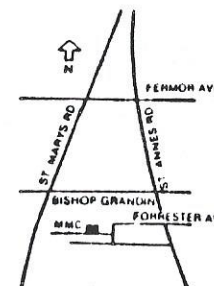
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that it was indeed him, that had visited the throne room three times during the night. We all met in the backyard to discuss the goings on.

After breakfast, with one eye on the weather, we chatted in the front hall (John asked permission to go to the bathroom) about upcoming events.

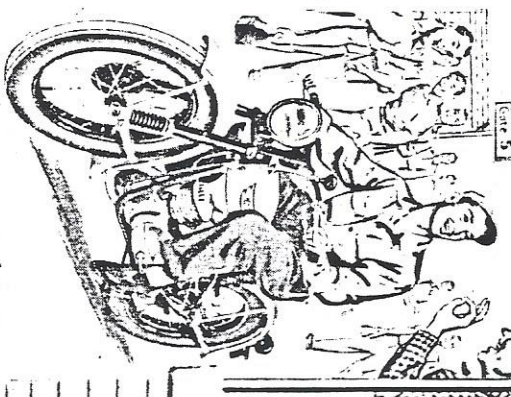
With the threatening weather however, we soon had to take leave and we packed, said our farewells and set off. The rain stayed up in the sky only to Upper Stewiack and we stopped as on the way down, however this time to don our rain gear. John, not having his with him, was designated to lead the way and set the pace.

When we reached Middle Musquodobit we stopped at the familiar eatery for some nosh. Again there was engaging conversation and wit, and an hour was passed enjoyably. From here on in to town the rain kept up, I felt sorry for John without his rainwear, however he kept up a quick pace, no doubt anxious to get home to dry clothes and a hot cuppa. Tom peeled off at Lake Echo and me at Ross Road while John and Boomer carried on home.

This, as past runs have been, and I think I speak for all four of us, was pure enjoyment. Rain aside, it couldn't have been more fun. Those members who do not make an effort to take part in the runs, I feel, are missing out on the best part of club membership. In spite of poor turnouts, I have never failed to get great enjoyment out of the runs and during the winter months, I know why I'm out in a cold garage preparing a bike for the next season of motorcycling.

Randy Maunder

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A.M.C.M. INC. MINUTES NOVEMBER 21, 1988

The Meeting was held at Honda Canada, Inkster and Keenatkin and was called to order at 7:40 p.m. by President Ed Maisey. The minutes of the previous meeting were adopted as printed by Siggi Klann. Seconded by Chuck Murray. Carried.

There were 14 members present.

- EXECUTIVE REPORTS -

Treasurer - Irv said the account stands at \$2,165.00.

Librarian - Not present.

Public Relations - Not present.

Editor - Chuck mentioned that John Daigle will take over the newsletter in January.

Properties - Not present.

Activities - Craig will have a prize for the Photo Tour and award for the first restoration of the year.

OLD BUSINESS

Glen Komoski brought the bill in for the Hot Dogs from the Fall cornroast.

Ed contacted and order the licence plates.

Siggi brought in the video of Davenport for the members to continue watching from the last meeting.

NEW BUSINESS

Chuck mentioned he paid for the table at the Swap Meet. He gave the bill to Irv.

Siggi mentioned that their were a few good deals at the Swap Meet. Ben Benson plates for \$5.00. Cheap British stuff. Good prices.

Craig donated a canned beer for the next months library draw.

Chuck motioned we open nominations be accepted for next years executive.

Nominations are as follows:

President: Ed Maisey

Secretary: Parker Fillmore

Treasurer: Siggi Klann

Appointed positions were volunteered as follows:

Librarian: Vacant

Editor: John Daigle

Activities: Craig Kraft

Public Relations: Glen Komoski

Property Manager: Ray Houde

John Daigle volunteered to store the library but not be librarian.

Dave Tissot motioned to be adjourn at 8 p.m. Seconded by Glen Komoski.

Sandra Murray
Secretary (acting)

PHIL WHO ?

Some of you, no doubt, are familiar with a fellow by the name of Phil Zubrycki.

An active motorcyclist for many years and on many makes. This past president and life member of the Manitoba Motorcycle Club and present member of Kaboom is always willing to take time out from a teaching career and numerous hobbies and interest to bend any ear within range on the subjects of the mandatory helmet law, motorcycle safety, and motorcyclist's rights.

Phil, however unlike the majority who supplement their whinnying and sniveling with more whinnying and sniveling, tends to get off his butt and work and keep working and keep working, looking for results using the same principles as the elements. It you can't get dramatic movement just slowly wear things down.

When the helmet law came in Phil returned his NDP membership card and went to work for the Conservative. When the Conservatives were elected he campaigned as tirelessly for motorcyclists rights as he had for years, but now the government was listening.

He organized meetings between clubs, dealers, organizations and autopac and used every name he could discover to make the government aware of the discrimination motorcyclists were suffering under previous Autopac policies.

... and the government heard.... The Manitoba Public Utilities Board has given notice of an application by M.P.I.C. (Autopac) to, as well as

make a minor increase in rates, make some changes in their policies regarding motorcycles.

- * Passenger hazard to be added to basic autopac coverage for motorcycles at no additional premium.
- * All-perials deductible to be reduced from \$300 to \$150. for mopeds and from \$250 to \$150 for pleasure use utility trailers.
- * Requirement that qualifying vehicle must be insured for a total of 8 months to be eliminated.
- * Additional insurance uses to be eligible for merit discount: motorcycles, mopeds, motorhomes, etc.,
- * Motorcycle and mopeds to be eligible for time-payment plan.
- * Motorcycle and moped premium refunds to be calculated on the same basis as for passenger cars.

They've answered almost every concern we had regarding autopac, other than price - of course, and if the policy goes forward it will be a huge gain for motorcyclists. Almost makes you feel like they don't think of you as a second class citizen, don't it?

I phoned Phil to congratulate him on his accomplishment and say thanks. He wasn't home.

We was out campaigning for motorcyclists rights. We aren't equal yet. And there's still that helmet law...

Dave Johnson

FROM THE MARITIMES (continued from last issue)

In Anitgonish, there was a short break for fuel, and then we looped back on Hwy 245 up to Malignant Cove. We stopped for refreshments while John was starting a wonderful relationship with a Saint Bernard who happened by. Ed's Velo started unexpectedly quickly, he caught us napping and dissappeared down the road, and it took us some time to catch up. Soon we were back on the Trans-Canada with our noses pointed towards Stellarton and supper. John was suitably impressed with the Velo's rate of knots, and was forced to comment afterward how well it went. I amused myself with the view down the inlet tract, past the half open carburettor slide, looking for the very flame within the machine, which could not be seen.

Back at Ed's place a problem cropped up. Supper had been planned by Ed, however John is a vegetarian, Tom was allergic to onions but fortunately Brian and I will eat almost anything when peckish. While Ed mused over how to make chili with out meat or onions, John browsed through the fridge and found something to satisfy his hunger. Ed decided to make the chili, serve Tom and add the onions later which proved to be a fine solution. Let me tell you all who do not know, Ed makes a great chili. The meal out of the way, we sat on the verandah, burped and picked our teeth. Presently John Smith showed up and we passed the evening amusing ourselves in conversation,

solving many of the world's problems to boot.

After dark, and with many miles behind us, we decided to turn in. John and Brian insisted in getting their old room back, and Ed obligingly agreed. This left Tom and I in the next room. Ablutions preformed, John and Brian sat up and read some literature on their favorite subject, while Tom and I got down to some serious rest. I was not long in falling asleep with visions of asphalt passing beneath me.

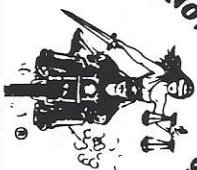
In the morning I woke refreshed to Tom's ragged face. "Sleep well?" I inquired good naturedly, only to be met with a scowl. It seems poor Tom had difficulty sleeping due to back ground noise. He said it was my snoring, but I certainly didn't hear anything. As a result, Tom wandered downstairs to sleep on the sofa, returning at five a.m. after the strange noise subsided (talk of structural damage has been greatly exaggerated). Meanwhile, Brian had been gassing in a serious was in the next room and had peeled and discoloured the wall paper immediately beside his bed, John passed out, and did not move again until forced to head down the hall to the toilet, when groping on the floor did not produce the pee-pot. Ed during all this, was hiding behind his door taking account of all the goings on. When presented with the evidence in the morning, John was forced to admit

Continued on next page

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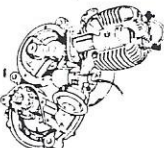
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ISN'T IT SO --FIFTY YEAR LATER !

A friend of mine has son in his teens who for months has been mad keen to get a hot five hundred. All went well; father was on the verge of saying "Yes," and then a paper published an article about this particular machine, headed "90 m.p.h." or something of the sort. Father saw that heading, and not only were all the son's hopes of getting that mount dashed to the ground, but I am afraid there's mighty little chance of his being allowed a motor cycle at all.

I mention this case because I very much fear that it is by no means an isolated instance. Sheer speed capabilities are not the end-all and be-all of a motorcycle, thank goodness, but some people seem to think so, and the result is that the game suffers.

writer unknown

It's funny things haven't changed.
Reprinted from The Motor Cycle -
April 13th, 1933.

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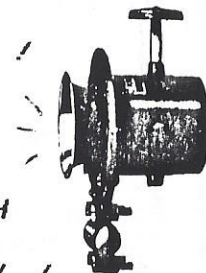
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EXECUTIVE
NOMINATIONS
1989



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(ELECTION NIGHT)

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PAST PRESIDENT - SIGGI KLANN

SECRETARY - PARKER FILLMORE

TREASURER - SIGGI KLANN

THE FOLLOWING POSITIONS HAVE BEEN
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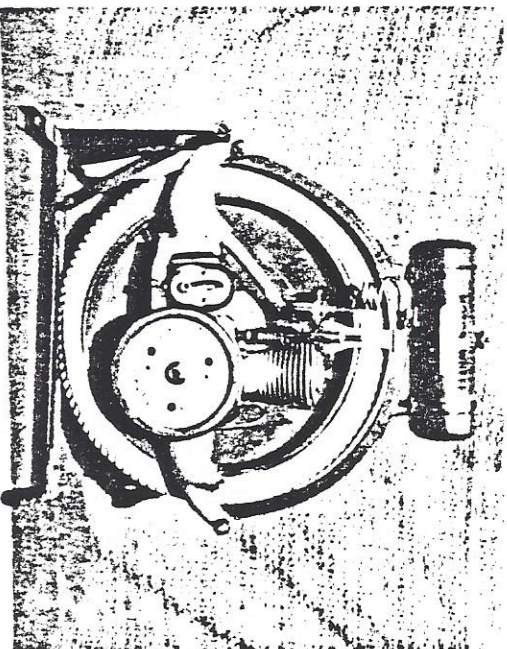
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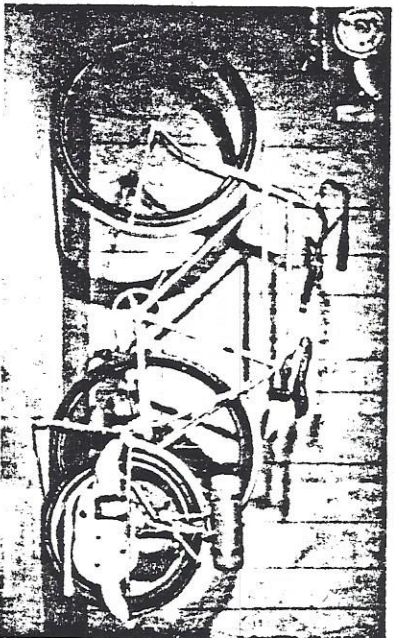
WHAT A

DEAL !!





1915 Smith



1916 Smith and 1916 Princeton Bike

THE MOTOR WHEEL

It was the year 1910 when a young man in England by the name of Wall invented the Motor Wheel for bicycle propulsion. It was called the Wall Auto Wheel.

This machine had a wire spoked wheel which was driven by a chain from the one H.P. engine. The Auto Wheel used a two lobe cam-shaft, geared 4 to 1, with an air cooled cylinder. This wheel was quite a fad in England in 1914.

In Milwaukee, U.S.A., a firm by the name of A.O. Smith Company bought the United States manufacturing rights from Wall. The A.O. Smith Company made some changes in the construction of the Auto Wheel. Namely, they changed the wire wheel to a disc wheel, driving the wheel directly from the cam shaft, doing away with the lobes and was geared 8 to 1. Also, the Smith Wheels were mounted on the left side of the bicycle, and the Wall was mounted on the right side of the bicycle.

October 1914 the first Smith Motor Wheel was put on the market. The 1914 and 1915 Smith Motor Wheels were known as the Model A. They were identical with one exception, the flywheel on the 1914 was plain, while the 1915 flywheel had Smith Motor Wheel in raised letters.

In the year of 1914 to 1918 Smith made thousands of the Motor Wheels, all red. Like the Model T Ford, the Smith Wheel remained basically the same with minor changes. The 1914 to 1918 had as shallow crank-case with

no oil sight gauge. 1916 to 1918 had deeper crank-case with a glass oil sight gauge on the side. The 1916 had no drain plug, but it had bronze main bearings. Later in 1916 and 1917 they added the oil drain plug and roller bearings in the mains. The first 1916 models were the Model B, then late in 1916 and 1917 the B, A models. Then in 1918 came the C Model, which was still basically the same, except the intake port was held in by a C-clamp arrangement instead of the screwed in plug type intake port.

Like Ford once said, "You could have any color Ford as long as it was black," you could have any color Smith, but they were all red. The Wall Wheel was black with gold stripe. Then, in May of 1919 the manufacturing rights of the Motor Wheel was sold to two young men, who wanted to build a small motor. These men were Briggs and Stratton. This new company made the next major change in the Motor Wheel by making the cylinder a larger bore to 2 1/2 inches. This made a better running wheel by doubling the power to 2 H.P. They also equipped the wheel with a flywheel magneto.

This was the first Briggs and Stratton engine.

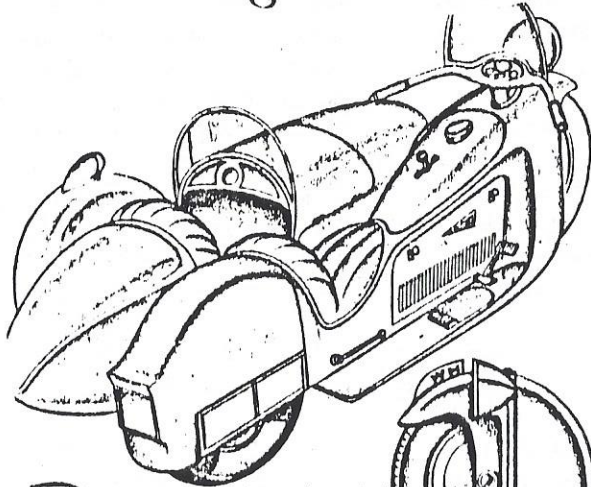
These Wheels from 1910 till 1925 were used on all kinds of vehicles, sleds, bicycles, buck-board cars, rail-road repair vehicles, etc.

Photos on Page 15

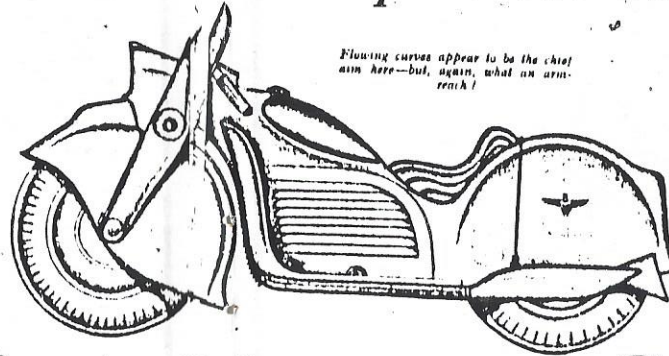
-from the notes of Bert Bentley

An Imaginative Artist Takes a Peep at the Mounts of 1944

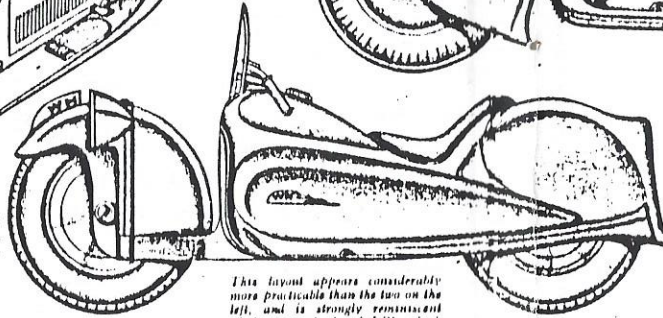
Or Perhaps We Shall Not Have to Wait Ten Years?



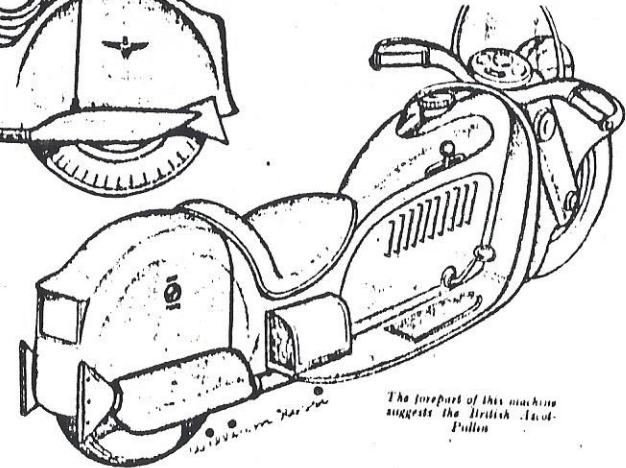
Putting the driver on the same level as the passenger appears to be the aim in this design, though the arrangement suggests cramped knees!



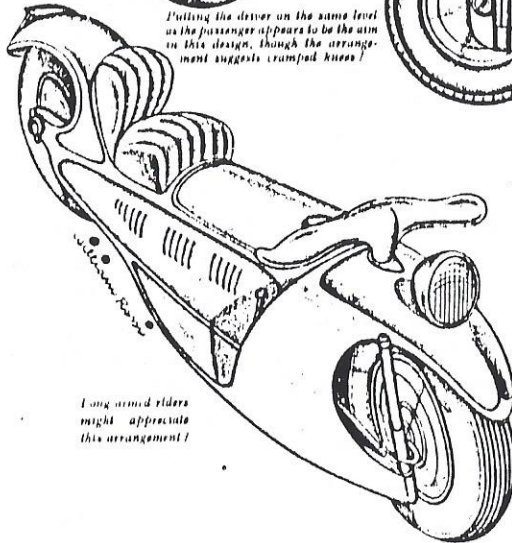
Flowing curves appear to be the chief aim here—but, again, what an arm-reach!



This layout appears considerably more practicable than the two on the left, and is strongly reminiscent of the four-cylinder A.J.W. which made its appearance at Olympia in 1928



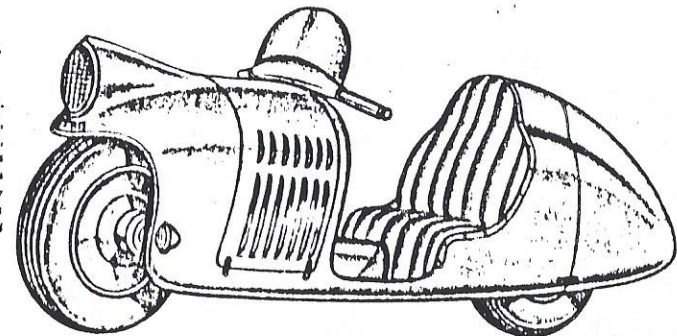
The forepart of this machine suggests the British Anco-Puller



Long-armed riders might appreciate this arrangement!

THOUGH executed purely from imagination by an Italian artist, these futuristic motor cycle designs may not be so far removed from reality as a first glance would suggest. After all, total enclosure of working parts is already quite common, and three of these designs, at least, show how it might be developed while actually enhancing appearance. If one allows for "artist's licence," which in this case has resulted in some rather odd riding positions, most of the designs are undeniably attractive. The drawings appeared under the heading "A Visit to the Exhibition at Fantasy City" in our Italian contemporary Moto Ciclismo, by whose courtesy they are reproduced

Perhaps the most attractive layout of all, this sports body would, it appears, be quite a practicable proposition on the chassis of Sir Alford Vardon-Roe's famous Suro runabout



William Rossi