



January-February 2018

RUST 'N PIECES

Volume 41 No 1

About the cover on page 12



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President's Notes

Hey **AMCM** members!

World of Wheels/Cyclorama is happening very soon: March 16-18th. Some folks have already registered their bikes and I expect some others are interested in displaying theirs as well. Last year's event was excellent: there was a large display from the AMCM and the first time we had our pop-up canopy and a table full of info and regalia for sale. We had a number of visitors to the booth interested in the bikes on display and what the AMCM was all about. While we had two join the membership on the spot, we all thought it was a worthwhile event to attend with the booth, and provided great exposure to our club. This year we plan to have the same setup, and will be looking for volunteers to take care of the booth at scheduled times. As a reminder, if members do show their bike(s) and volunteer, the registration for the bikes will be reimbursed by the club! Just a note to add that getting in and out of the Convention Centre in 2017 to set up and tear down was incredibly easier and a short time-span. I know in previous years at similar events, we would wait for hours – sometimes getting home near midnight on the Sunday - that was never fun. The Convention Centre has two entrance/exits now and is really organized to get display attendees in and out quickly...what a relief!

We're working on the "Sanctioned Ride" list for 2018 – this is the list of rides where one can use their "Vintage" plate on a bike and enjoy a ride. Otherwise, those vintage plates allow you to ride to/from your repair shop or participate in a parade. With this Sanctioned Ride list, those with vintage plates can enjoy many more outings on their vintage bike(s) than ever before. This year we are adding the Teulon Ride In to the list, which already includes set days in the week, meetings, and other events such as the Bison Rally, Tidler Run, and the Fishin' Trip. If you know of something that should be added, please let me or Kim know (pirates.pearl@gmail.com) so we can have the finalized list ready for the end of March!

Since we are in the planning stages of the numerous events in our AMCM calendar, now is the time for the membership to advise on anything else you would like to see added to the calendar, or to provide feedback on how we can make any of our events even better. Your executive are always open to comments and suggestions: let's talk during the next meeting, or send in an email, or give me a call. Just keep that feedback coming!

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YAMAHA MOTORCYCLES

The Marque for 2018

"I want to carry out trial manufacture of motorcycle engines." It was from these words spoken by Genichi Kawakami (Yamaha Motor's first president) in 1953, that today's Yamaha Motor Company was born.



**"If you're going to do something, be the best."
Genichi Kawakami**

Genichi Kawakami was the first son of Kaichi Kawakami, the third-generation president of Nippon Gakki (musical instruments and electronics; presently Yamaha Corporation). Genichi studied and graduated from Takachiho Higher Commercial School in March of 1934. In July of 1937, he was the second Kawakami to join the Nippon Gakki Company. He quickly rose to positions of manager of the company's Tenryu Factory Company (musical instruments) and then Senior General Manager, before assuming the position of fourth-generation President in 1950 at the young age

of 38.

In 1953, Genichi was looking for a way to make use of idle machining equipment that had previously been used to make aircraft propellers. Looking back on the founding of Yamaha Motor Company, Genichi had this to say. "While the company was performing well and had some financial leeway, I felt the need to look for our next area of business. So, I did some research." He explored producing many products, including sewing machines, auto parts, scooters, three-wheeled utility vehicles, and...motorcycles. Market and competitive factors led him to focus on the motorcycle market. Genichi actually visited the United States many times during this period. When asked about this decision, he said, "I had my research division chief and other managers visit leading motorcycle factories around the country. They came back and told me there was still plenty of opportunity, even if we were entering the market late. I didn't want to be completely unprepared in this unfamiliar business so we toured to German factories before setting out to build our first 125cc bike. I joined in this tour around Europe during which my chief engineers learned how to build motorbikes. We did as much research as possible to insure that we could build a bike as good as any out there. Once we had that confidence, we started going."

"If you are going to make it, make it the very best there is." With these words as their motto, the development team poured all their energies into building the first prototype, and ten months later in August of 1954 the first model was complete. It was the Yamaha YA-1.

The bike was powered by an air-cooled, 2-stroke, single cylinder 125cc engine. Once finished, it was put through an unprecedented 10,000 km endurance test to ensure that its quality was top-class. This was destined to be the first crystallization of what has now become a long tradition of Yamaha creativity and an inexhaustible spirit of challenge.



The first Yamaha motorcycle... the YA-1.

Then, in January of 1955 the Hamakita Factory of Nippon Gakki was built and production began on the YA-1. With confidence in the new direction that Genichi was taking, Yamaha Motor Co., Ltd. was founded on **July 1, 1955**. Staffed by 274 enthusiastic employees, the new motorcycle manufacturer built about 200 units per month.

That same year, Yamaha entered its new YA-1 in the two biggest race events in Japan. They were the 3rd Mt. Fuji Ascent Race and the 1st Asama Highlands Race. In these debut races Yamaha won the 125cc class. And, the following year the YA-1 won again in both the Light and Ultra-light classes of the Asama Highlands Race. By 1956, a second model was ready for production. This was the YC1, a 175cc single cylinder two-stroke. In 1957 Yamaha began production of its first 250cc, two-stroke twin, the YD1.



The first Yamaha to compete in America (1957).

Based on Genichi's firm belief that a product isn't a product until it can hold its own around the world, in 1958 Yamaha became the first Japanese maker to venture into the international race arena. The result was an impressive 6th place in the Catalina Grand Prix race in the USA. News of this achievement won immediate recognition for the high level of Yamaha technology not only in Japan but among American race fans, as well. This was only the start, however.

Yamaha took quick action using the momentum gained in the USA and began marketing their motorcycles through an independent distributor in California. In 1958, Cooper Motors began selling the YD-1 250 and the MF-1 (50cc, two-stroke, single cylinder, step through street bike). Then in 1960, Yamaha International Corporation began selling motorcycles in the USA through dealers.

With the overseas experiences under his belt, in 1960, Genichi then turned his attention to the Marine industry and the production of the first Yamaha boats and outboard motors. This was the beginning of an aggressive expansion into new fields utilizing the new engines and FRP (fiberglass reinforced plastic) technologies. The first watercraft model was the CAT-21, followed by the RUN-13 and the P-7 123cc outboard motor.

In 1963, Yamaha demonstrated its focus on cutting-edge, technological innovations by developing the Autolube System. This landmark solution was a separate oil injection system for two-stroke models, eliminating the inconvenience of pre-mixing fuel and oil. Yamaha was building a strong reputation as a superior manufacturer which was reflected in its first project carried out in the new Iwata, Japan Plant, built in 1966. (The YMC headquarters was moved to Iwata in 1972.) Toyota and Yamaha teamed up to produce the highly regarded Toyota 2000 GT sports car. This very limited edition vehicle, still admired for its performance and craftsmanship, created a sensation among enthusiasts in Japan and abroad.

Genichi said, "I believe that the most important thing when building a product is to always keep in mind the standpoint of the people who will use it." An example of the commitment to "walking in the customers' shoes" was the move in 1966 by Yamaha to continue its expansion. Overseas motorcycle manufacturing was established in Thailand and Mexico. In 1968, the globalization continued with Brazil and the Netherlands. With manufacturing bases, distributors and R&D operations in a market, Yamaha could be involved in grassroots efforts to build products that truly met the needs of each market by respecting and valuing the distinct national sensibilities and customs of each country. Yamaha continues that tradition, today.

By the late 1960s, Yamaha had quality products that had proven themselves in the global marketplace based on superior performance and innovation. Distribution and product diversity were on the right track. But Genichi knew that beyond quality, success would demand more. He had this view on the power of original ideas. "In the future, a company's future will hinge on ideas over and above quality. Products that have no character, nothing unique about them, will not sell no matter how well made or affordable...and that would spell doom for any company."

He also knew that forward vision, walking hand in hand with original ideas, would create an opportunity for the company and its customers that could mean years of happiness and memorable experiences. Genichi said, "In the business world today, so many people are obsessed with figures. They become fixated on the numbers of the minute and without them are too afraid to do any real work. But in fact, every situation is in flux from moment to moment, developing with a natural flow. Unless one reads that flow, it is impossible to start out in a new field of business."

A real-world illustration of this belief is the Yamaha DT-1. The world's first true off-road motorcycle debuted in 1968 to create an entirely new genre we know today as trail bikes. The DT-1 made a huge impact on motorcycling in the USA because it was truly dirt worthy. Yamaha definitely "read the flow" when it produced the 250cc, single cylinder, 2-stroke, Enduro that put Yamaha

On/Off-Road motorcycles on the map in the USA. The DT-1 exemplified the power of original ideas, forward vision, and quick action coupled with keeping in mind the customers' desires.

In years to come Yamaha continued to grow (and continues to this day). Diversity increased with the addition of products including snowmobiles, race kart engines, generators, scooters, ATVs, personal watercraft and more.

Genichi Kawakami set the stage for Yamaha Motor Company's success with his vision and philosophies. Total honesty towards the customer and making products that hold their own enables the company that serves people in thirty-three countries, to provide an improved lifestyle through exceptional quality, high performance products.



"Make every challenge an opportunity."

Genichi Kawakami



**Yamaha Motor
Corporation, USA
Cypress,
California**

Genichi Kawakami's history with Yamaha was long and rich. He saw the new corporate headquarters in Cypress, California and the 25th Anniversary of Yamaha become a reality in 1980. He also watched bike #20 million roll off the assembly line in 1982. Genichi passed away on May 25, 2002 yet his vision lives on through the people and products of Yamaha, throughout the world.

From Yamaha motor.com

**Buy with confidence, own with pride.
If you value your hide you'll ride an old motorcycle**

**Count the old motorcycles on the road-
the others on the roadside**

**Sincerely Yours
Siggi Klan**

2018 Film Night

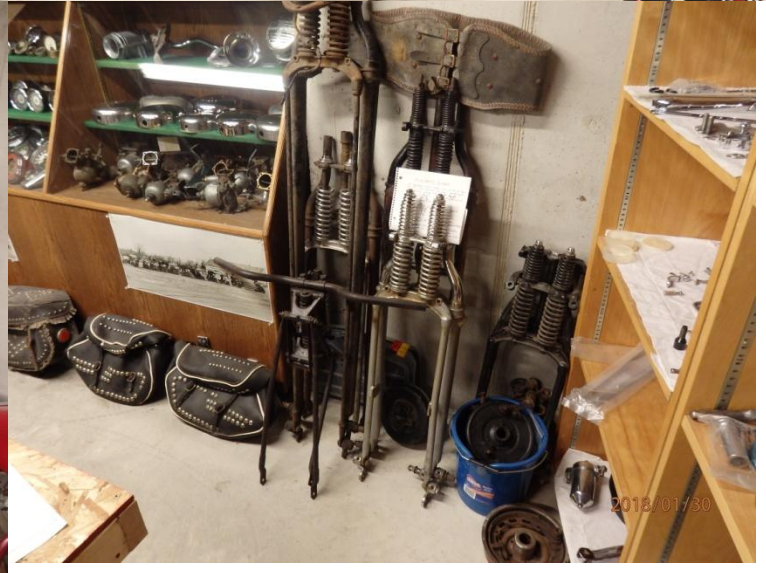
It was a hearty group of members that braved the January elements to make the 2018 film night a great success. This was another milestone in the history of the MMC AMCM and also brings us one month closer to riding season. Members from as far as Morden and Winkler attended to bring the count to almost 45. If you weren't there you missed out.

Keith has a wonderful selection of motorcycles in various stages of completion, And it's a pleasure to view and discuss with your friends.

This was the first time the club had a fundraiser for Spina bifida which included a silent auction and a fifty-fifty draw, and a total of \$355.00 was raised.

Next year put the AMCM MMC film night on your to do list.







Keith Blais runs his "Save The Rust"

To see this museum is a must.

*From A to Zee,
It's all there to see.*

Make a plan- - get there or bust!

Tech NIGHT - MAGNETOS

presented by John Thompson



SPARKING HOT AND COLD a Spark Plug story

There s a lot of confusion about hotter and colder spark plugs. It's a common misconception that a hotter plug means the spark itself is somehow hotter or more intense, and a colder plug will somehow magically keep your engine from overheating. In reality, that's not what it's all about.

The ratings are for the plug's internal temperature and its ability to handle and disperse heat. A hotter plug operates at a higher internal temperature, which means it heats up faster and more effectively burns oil fuel deposits. So it may be more resistant to fouling.

A colder plug dissipates heat more effectively. This can be beneficial for extended operation at high engine rpm or with modified high-compression engines. However, it also takes longer to heat up to an effective temperature, increasing the chance for fuel deposit build-up and fouling. This is especially the case if the engine is not always allowed to come up to full operating temperature, like on short trips around town.

Some people switch to a colder plug because they've heard that a plug that runs too hot can cause detonation, which is very harmful to the engine. The difficulty in diagnosing this is that a lot of things can cause detonation, such as the wrong octane fuel, carbon deposits and timing problems, to name a few. In fact the plug may be the least likely culprit as a cause for detonation.

The main question to ask yourself is whether your motor cycle is running fine right now. If it is, you probably don't need to change to a different plug. Modern engines, even air-cooled ones, are pretty good at managing heat.

Remember, the manufacturer has determined which plug will work best in most of the conditions you're likely to encounter. So if the motorcycle is in a good state of tune and ridden "normally" the standard heat range is going to be your best bet.

(Reproduced from American Motorcyclist.)

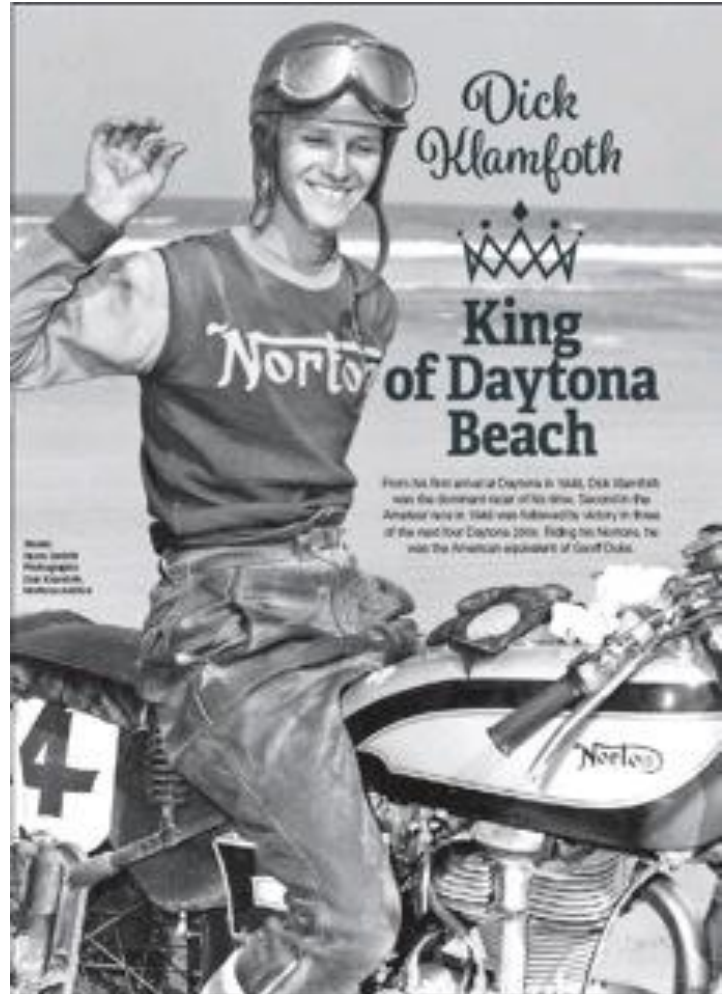
Rust 'N Pieces is to start a new series of short articles on members motorcycles. The unusual, the valuable exotic, the rare collectable, the amazing, the desirable, the different,- - they are all there amongst our club members. Some we see fairly often, others not so much. This series will attempt to highlight some of these fantastic machines with a brief descriptive history and back-story.

The first of the series starts here - - - -

DID YOU KNOW???

That David Pritchard has the 1952 500cc Manx Norton OHC single which was raced by AMA Hall of Fame inductee Dick Klamfoth ?

Ohio born first true legend of the old Daytona beach road course, Klamfoth won the prestigious Daytona 200 race three times. First at the age of 20 in 1949, then again in 1951 and again in 1952. He was inducted into the AMA Hall of Fame in 1998. David P's Manx is the one Dick won for the third time in 1952 and has been signed on the bike in black marker pen by Dick Klamfoth himself, This motorcycle is an authentic and very valuable piece of North American motorcycle racing history.



About the cover

Here we have Ross, and his son, on his prize collection of 45 Harleys. Ross is a true collector and enjoys riding his antique treasures. You will notice the 45 with the sidecar is the same one from the December newsletter. What a great find Ross was able to add to his collection. What do you do on a beautiful afternoon, why you have fun with your collection of course.

Note: No meeting minutes this newsletter but here are some agenda items to think about for the February meeting.

Hey AMCM team. Just thinking of the Feb AMCM meeting and wanted some feedback/suggestions for the agenda. Besides the standard updates from the exec, I wonder about the following topics - all feedback welcome!:

1. Sanctioned Rides updates: provide a draft version with all the same stuff from 2017, plus the Teulon Ride In and Sarah and Joe's wedding festivities: ask attendees for any additional items they would like to see.
2. Rusted Restorations: we haven't had one for a while - do we have any thoughts on who could present? Or do we bypass this for February?
3. Update from Tech Night at JT's, and update on other plans - Dan?
4. World of Wheels item: It would be good to know how many have registered already and how many intend to still - I'll send an email around this topic right away, but we will also need to establish the volunteer list to "people" the booth :D
5. March meeting is auction night - Ross will be back to be auctioneer, everybody get your stuff ready
6. We may have a presenter from the Sadie Grimm Ride talking about a fund raiser on March 8th and a quilt...if they can't come, we will speak to it.
7. What else?

Cheers,



Blast from the Past

Motorcycle Matters

by Bert Bentley

The last newsletter I said I would write a few words on four-cylinder motorcycles this month, so here goes.

Perhaps the first four cylinder bike was the Holden which was produced in England in 1897. This machine and paddles on the front wheels, just as a child's tricycle has today, and the four-cylinder engine lay flat with the connecting rods driving directly onto cranks on the rear axle. Single speed of course and no clutch. It must've been a dandy to handle on the road.



Another old European machine was the Belgian FN (fabrique nationals). This was a small capacity four-cylinder, along more or less normal lines. The motor was in the excepted position in the frame but it's outstanding feature was the complete lack of drive chain. It had a driveshaft. This was a good machine.



In the early 1930's, The British Ariel company produced the first of their square fours. This was a wonderful motor and was, In effect, two vertical twins with their flywheels geared together. The first models were 500 cc but this was subsequently increased to 1000 cc. Unfortunately they ceased production of these wonderful machines several years ago. They are now a real collectors item.



On the American continent, the fours followed more orthodox pattern having in-line engines from 1000 to 1300 cc and rear chain transmission. Such makes as the Cleveland, Henderson, Ace, Indian Pierce (which had shaft drive) are mentioned, and all are now collectors items.

Many of the fours made today are very high performance racing machines which cannot be purchased. Italians have the 500 C.C. MV Augusta and the Gilera, Both world record holders. The Japanese have now entered this field with some really first class fours from the Honda factories. I am told that they now have a 50 C.C. four which runs about 17,000 RPM and you have all seen many fours on the streets of today.



See you again next month

500 C.C. MV Augusta



1957 Gilera



Gilera was the first to make an across-the-frame 4 cylinder engine which is now standard in almost all Japanese motorcycles. Gilera 4's were dominant in the early 50's in international racing, finally losing their dominance to MV Agusta. This engine, with its huge double overhead camshafts, made Gilera arguably the most glamorous and successful of all racing motorcycles.

THE MOTORCYCLE NEWS

Vol. V

SPRINGFIELD, MASS., OCTOBER, 1911

No. 3



A FAVORITE ROAD

Near San Francisco

THE MOTORCYCLE NEWS

Springfield Mass October 1911

TORONTO MOTOCYCLE CLUB'S ADVICE

Don't think a motorcycle is uncomfortable until you have ridden one. You will soon find it is not. Don't think all motorcycles are noisy because a few riders keep the "cut-out" open instead of carrying a horn. Don't think a motorcycle is hard to run and keep in order. Just ask some of the club members for their experiences on all kinds of roads and in all kinds of weather. Don't think motorcycles are dangerous. They are not. You have the speed to get out of the way, or you have the powerful brakes to stop quickly. All you have to do is to keep cool and you can't get hurt. Don't think a motorcycle is expensive to run. Tires will last two seasons, if used carefully and kept hard. A gallon of gasoline and a pint of oil to every hundred miles. How's that for economy? Don't think there is no speed limit or you will get pinched. Don't grouch, but get a motorcycle. Smoking allowed on the rear seat. Don't cuss the crowded cars, but travel like a gentleman or lady, when you please and where you please; get home for lunch every day and all the rest of it. It's fine. Are you thinking of a motorcycle? Join the club and meet the riders now. A few hints from experienced riders may save you money and trouble. Come to a meeting of the club and get ideas. Suppose you get a machine. You go out for your first ride thinking you understand your mount. The first steep hill you come to you get stuck. What's the matter? Certainly not the machine, for a motorcycle will climb almost anything. Along comes another rider. He belongs to the club; gives you the "glad hand," shows you what's wrong and away you go. We've all been through this and know what it is. Don't play the deuce with a new machine, but learn something about it before you start. Join the club. The fee is nominal, only \$2 per annum. The social evenings alone are worth more than it.

Boost the sport! It's great.

* BUY * SELL * WANTS * DON'T WANTS

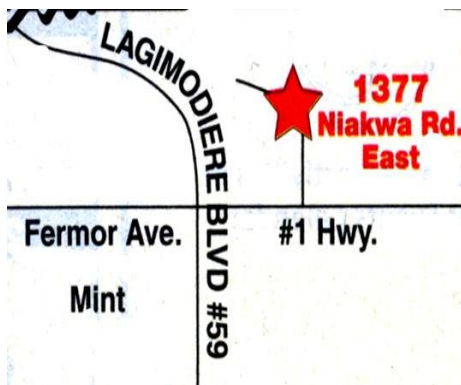
WANTED! Villiers powered motorcycles, parts, literature, advertising, projects. Looking for barn fresh, rough projects or even the smallest parts for Villiers powered bikes. They include : Famous James, New Hudson, Dot , Greeves, Francis Barnetts, Cotton....Villiers powered over a hundred different motorcycles in its history. Am restoring and running various bikes and require parts for them all . Motor sizes include : 98 cc single speed and two speed, 122 cc 3 speed, 197cc 3 speed. no part too small . Please call Keith Blais 204-226-2979. **SAVE THE RUST!**

For sale. Various vintage nos japanese cables. Clutch, speedo, tach, throttle and brake cables. 1960s and 1970s. Also available various vintage beru, lemans, and other makes of spark plugs. Current various NGK plugs also available. Email me at keithblais@live.ca for more info. Or call 204 2262979.

Looking for pre 1960 motorcycles, parts, advertising, memorabilia. I will look at all makes and ages of items. The older the better. Also looking for items pertaining to old local bike shops, ben Benson info and items he produced. I will also look into buying complete collections of old parts. I'd buy it then it end up in the dump. Please contact keithblais@live.ca or call 204 226 2979

"WANTED: Any old MC engine pre-1920 that can be rebuilt to build a replica around. Let me know what you have and what you are asking for it. Dianne winnonad@yahoo.com"

Wanted!!!! To complete Manitoba Motorcycle license Plate run 1919, 1922, 1927 and also a WW2 Leather dispatch rider's Jerkin Contact Ross at moose102@my mts.net or 831-8165 and I'll make you rich.



Meetings at 7:30 p.m. LAST Tuesday of the month at:

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PARTS~SERVICE~SALES

2018 Events

Feb 27/18 AMCM Meeting, 7:30pm HD
Winnipeg, Niakwa Road.

March 16-18/2018 Winnipeg Cyclorama



March 27/2018 AMCM Meeting, 7:30pm
HD Winnipeg, Niakwa Road.

April 24/2018 AMCM Meeting, 7:30pm
HD Winnipeg, Niakwa Road.

June 22-24/2018 Bison Classic Motorcycle Rally

