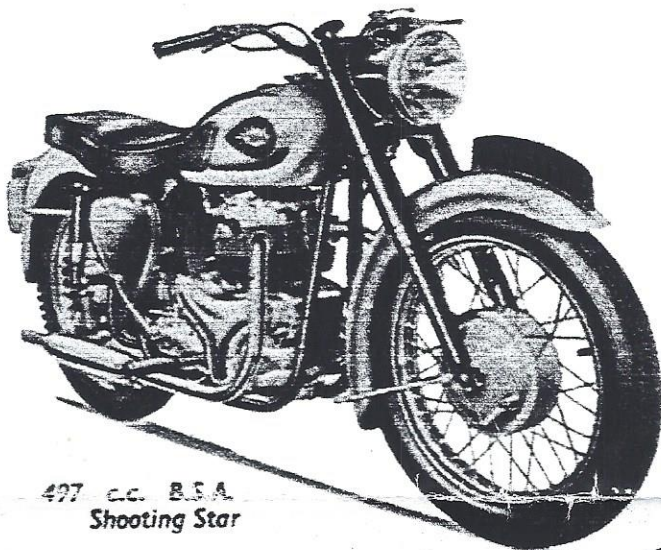


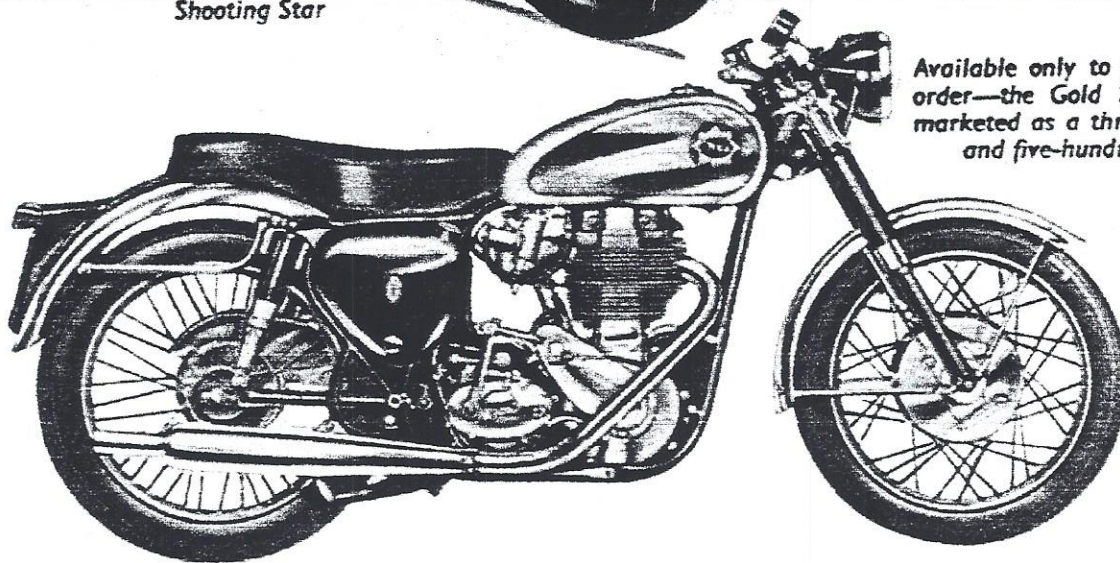
ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.  
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# RUST'N PIECES

Number 5 Volume 23 May, 2000



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## Upcomming Events

June 6th           Exhibition Grounds  
June 10-11       Balgonie, Sask (CVMG)  
June 23-25       Farmington  
July 18th          Exhibiton Gronds  
August 15th      Exhibition Gronds  
August 19th      Marv Cooper's  
September 1-3   Davenport  
September 12   Exhibition Grounds

June 10-11, Saskatchewan Section Rally  
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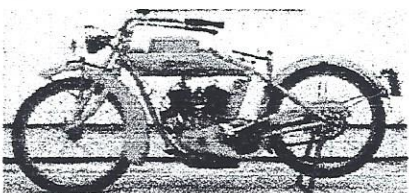
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## Editors Note

Well It seems that this year is going to be one of the busiest that we have had in a long time. The run I had suggested for June to Spruce Woods isn't going to happen. I'm not disappointed though, it was just an idea for another club activity. When I first came up with the plan there wasn't anything else happening in June that we new of. I think it great that there are so many things to choose from.

It looks like I won't be able to make the run to Balgonie this year. I would hope that some of the members that are attending will take a few photos and give the rest of us their comments on the weekend.

There was an error in last month newsletter, I put the meeting date down as the 29<sup>th</sup>, it should be the 30<sup>th</sup> of June. I had a couple of members point this out to me. I guess I know there are at least 2 readers out there. Thanks guys. Remember the meetings are the last Tuesday of ever month, in case I mess up again.

Keith F.

My email adress is [bsakid@hotmail.com](mailto:bsakid@hotmail.com)  
phone # 889-6626

### **Meeting Notice**

Next meeting at Woodhaven Community Club

June 27th, 7:30 p.m.

Next month: July 25th

Community Club contact: Anne Boyd 831-1635

### **Presidents Note**

Good to see Mike's article in the April Rust'N Pieces. The route he followed was probably narrower and twister than now. Nice job on the article Mike. Let's get some more of our stories in here. If any of you know someone with motorcycle tale to tell (including yourselves) get it written up and send it in.

From what I have heard the CVMG event at the Tin Lizzie was well attended. Hopefully it was a financial success too. I was committed to going on the Manitoba Motorcycle Club Spring Run, it was planned far ahead of time. It's too bad event had to conflict. Next year will be the MMC's 90<sup>th</sup> spring run, perhaps we could support it.

My compliments to Keith for the good job he's doing of publishing the Rust'N Pieces.

On my last check of the mailbox I found the May schedule of the Vintage Road Racing Association located in southern Ontario. Very thoughtful of them to send that.

I have sent my registration in for the CVMG rally at Balgonie Saskatchewan. I plan to travel there directly on the Friday and will have to be home by Sunday night.

Keith took the minutes at the last meeting as Mike was out of town, nothing involving the law we hope.

See you at the May 30<sup>th</sup> meeting.

Jim H.



## Club Minutes

There were 14 members present. We also had 3 guests. One of the guests, Sylvain Lefebure, rode his 1971 Honda SL70 to the meeting. He told us that the bike was purchased in 1986 for the woping sum of \$100.

Another guest, Chuck Lund from Dauphin, had some questions about a 38-47 Indian Chief the he had picked up. Some of the parts, ie, the front end was not stock and he was wondering if any of the members could identify them. I looked at them my-self and concluded that there were some BSA parts and the rest remained unknown, John Thompson concurred. The bike had previously been owned by Ken Moody, and Ted Hector. Chuck also has a 1940 Scout and some early 60's Triumph and BSA bikes.

The Tin Lizzie event was discussed and Jim passed around the poster. The CVMG was looking for volunteers to judge the bikes in the different categories.

Bill Watt passed out registration forms for the CVMG Run at Balgonie Sask. The deadline for the forms was May 15<sup>th</sup>. There was some discussion about some members going as a group, but nothing definite was decided. If you want a traveling partner, I suggest you break out your roster and call around.

The run to Marv Cooper's is set for the 3<sup>rd</sup> weekend in August. The meeting place for the run will be the Robins Donuts, just inside the perimeter on Hwy 59. There will be a map in the next newsletter with details how to find Marv's.

The meeting adjourned and we retired to the coffee hang out for some more serious discussions.

Keith F. standing in for Mike the Bike

# Snow Fooling, it was an Ariel Experience

It may be May but the weather has shown a certain coolness to spring. In case it decides to snow some more, be inspired by this tale of winter riding.

You see here a photo taken quite a while ago. The bike is a 3500cc Ariel single cylinder of 1950 vintage. The person on it is myself. This is one of my bikes that I didn't have a picture of until recently when someone sent me this one. The story behind the picture began in the fall of 1970 when my Square Four converted itself to a triangular three. I decided



to use the many non-stock parts from it to get the 350 running. ( Do I hear a loud gasping noise from the purists reading this? ) The single having two exhaust ports, needed two exhaust systems. Fortunately a set of Triumph pipes came with it. I only had to cut each pipe in one place and rotate the two pieces in relation to each other to get a nice fit on the Ariel. ( My welding instructor told me my welds were the nicest pieces of bird droppings he had seen in a long time! ) The other Triumph item was the tail light assembly which came on the Square Four. Besides the Squariel I had boxes of bikes and parts. The magneto on the single had been set on fire when the previous owner had tried to dry the points out with an open flame. My spare part allowed me to just change the magneto; and, I don't think I had much more to buy than paint ( hardware store brushed enamel ) to finish the bike.

The bike started and ran well enough. I was not surprised by it burning oil as I had the head off and noted the hourglass shaped valve guides before I put the engine into the frame. I was on a tight budget so I put up with that. The bike almost always started with one to three kicks even at 20 below ( -30 degrees C ). To get the gearbox to shift more easily I used SAE 10 in it. It was also necessary to add methyl hydrate to the fuel to prevent carburetor icing. The icing showed



up as soon as the air temperatures neared freezing.

Riding the bike was fun, partly because it was so compact and low. I dropped it on the icy ruts in the back lane various times and usually slid along on my feet as the bike slid away. On the pavement I could usually run where the cars swept the road.

The picture was taken by my friend Heather on New Years Day, 1971. The location is just west of Ferry Road.

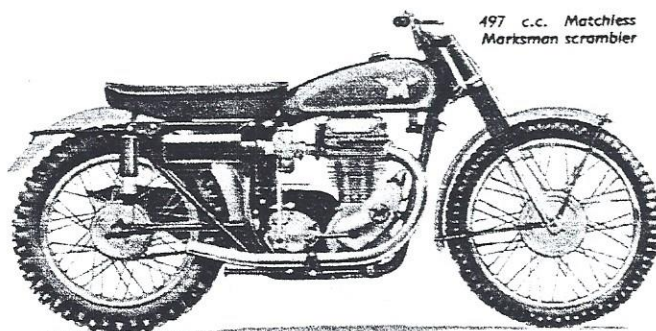
Some of you will remember Jim Simmons who was a club member at one time. He was in for the holiday and was on his way back out of town to his job that day. He saw a person wearing a bright yellow helmet on a motorcycle. He wondered who the maniac was. Once he caught up to me and saw "Ariel" in bright red letters on the helmet and got a closer look he says it sort of made sense. It is always a pleasure to reminisce with friend Jim.

By the spring of the year the Ariel was really smoking and in the warm weather it was obvious enough to be embarrassing. Removal of the barrel revealed a racing piston of the type having no oil ring. The idea behind these was that oil consumption was not as important as power loss due to the friction of the piston rings in a competition engine. No thought was given to what effect the oil would have on the octane rating of the fuel in the combustion chamber. One other experience involving oiling on this bike happened when I had been running it for a couple of weeks and it started wet sumping. I discovered a pebble in the return oil passage between the crankcase and the back of the timing case! It was big enough to act as a check valve. It must have gotten in there when someone had the cases apart.

I decided to retire the Ariel back to the used parts dept. The bike is still there and I have found another 350 of the same year; so, it may yet motor again.

Jim Harrison

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<u>TYPE OF BIKE</u>	<u>YEAR</u>	<u>NO. OF CYL.</u>	<u>C.C.</u>	<u>CATEGORY</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
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