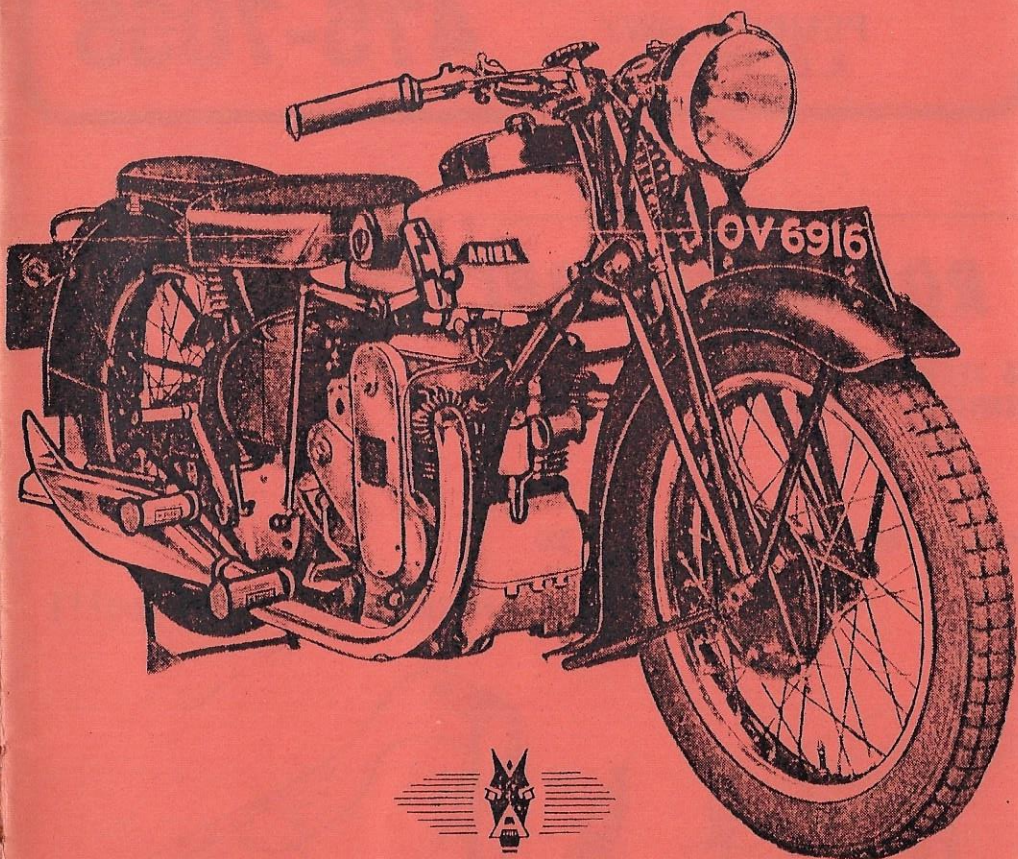


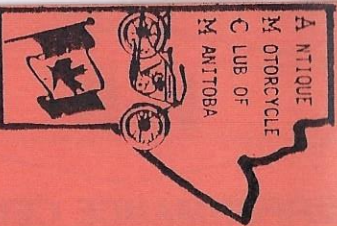
RUST 'N

PIECES



VOL. 3

NO. 11



P.O. BOX 1074
WINNIPEG, MANITOBA
R3C 2X4

A NTIQUE
M OTORCYCLE
C LUB OF
M ANITOBA

TO:

Ross HETCAFFE

47 716 Municipal RD

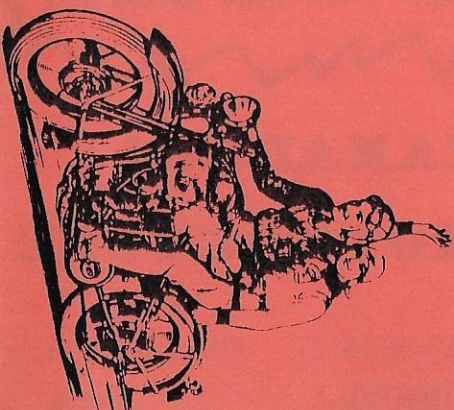
WPG MAN

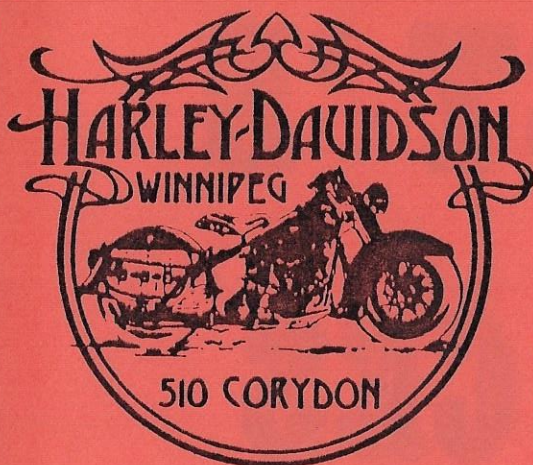
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PRINTED MATTER





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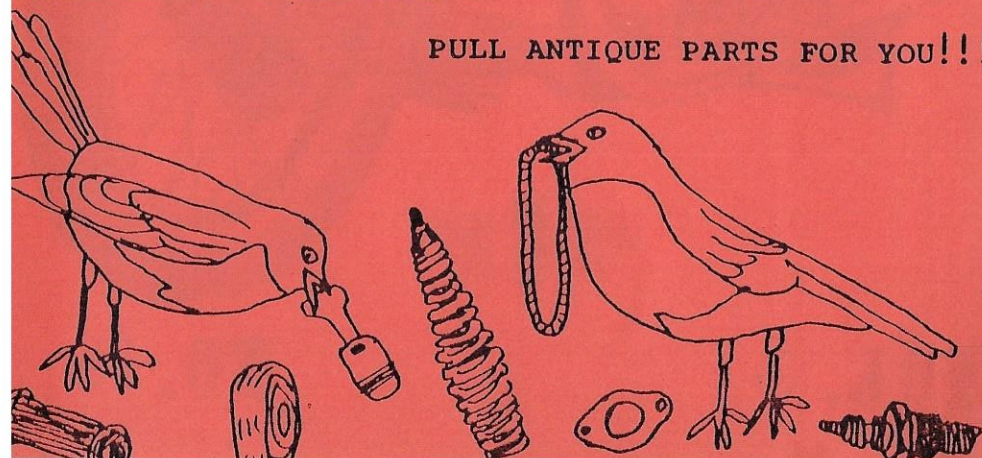
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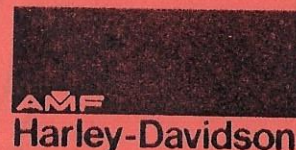
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WE BUY - SELL - TRADE -
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MOTORCYCLE**

981 MAIN ST. PH: 582-4130
WINNIPEG, CANADA

WANTED FOR:

- 1905 Indain; gas tank, camel back or torpedo, pedal cranks, muffler, part of rear fender.
- 1912 Indian; Corbin rear wheel, 36 or 40 snoke, front fender, handlebars, forks, oil tank, magneto drive gears, clutch, muffler, rear stand, This is a single cyl. model.
- 1912 Indian Two Speed Twin. front wheel, rear brake drum, engine sprocket, oil tank, controls, tool box, twin muffler.
- 1913 Pedaling Single Cylinder Indian, Corbin rear wheel or parts, clutch, pedal cranks, forks, front wheel hub internals, carburetor and intake manifold, seat, muffler.
- 1913 Pedaling Twin Cylinder Indain, fenders, back half of frame (springs, posts, swing arm), twin magneto control linkage, muffler.
- 1914 Indain two Speed Twin. seat, rear chain guard, Kick starter or parts, handlebars, muffler.
- 1915 Indain 3 speed twin. 36 or 40 spoke rear wheel, English right side kick starter, magneto drive, seat, fenders, muffler, handlebars.
- 1913 Harley Davidson rear wheel or parts, one front wheel, two troxel seats.
- 1915 Harley Davidson Twin Engine, Must have 1915 number also rear stand, same as later models.
- 1910 KoKome engine. Shaw bought out KoKome in late 1911 and made a larger cylinder for it and put the Shaw name on it, so a Shaw motorcycle engine will fit.
- 1912 Miami Musselman coaster brake rear wheel, would like another to stick my spare parts on.
- 1910-14 Minneapolis parts for a friend
- 1910? Thiem Engine
- 1912-13 Thor single cylinder engine, seat, gas tank front wheel hub
- 1913-14 Henderson, frame, fork 40 spoke front wheel hub. I may trade what I have for another brand but not Indian, and no Harleys newer than 1913

CONTACT

Dan Sharp, Box 293, Ritzville, Wash. 99169

ADVERTISING: Bob Hatton, THE ANTIQUE MOTORCYCLE CLUB of MANITOBA, P. O. BOX 1074, WINNIPEG, MANITOBA, R3C 2X4, (204)257-4084

Contents

CLUB MINUTES	4
NEWS MEMBERS	5
BRIEF HISTORICAL NOTES - From AMF	5
QUIZ	10
OBSOLETE PLUG CROSS REFERRANCE	11
IDENTIFY THAT OLD BIKE	12
TRADING POST	13

EDITOR..... Bob Hatton
 PHOTOGRAPHY..... Brian Nazarko
 ARTWORK & LAYOUT..... Graeme Smith

RUST'N PIECES is the official monthly publication of THE ANTIQUE MOTORCYCLE CLUB of MANITOBA (est. 1977) P. O. Box 1074 Winnipeg, Manitoba, R3C 2X4

Advertisements, editorial submissions and other correspondence should be sent to this address. We welcome art, photographs and manuscripts. Sufficient postage and a self addressed envelope will guarantee review and/or return of submissions. The staff of RUST'N PIECES will make every effort to take care of unsolicited materials, but cannot be responsible for damage in the mails, nor do they assume any responsibility for return or safety of same.

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The membership of the A.M.C.M. extends their thanks and appreciation to our sponsors: ROTHMANS of PALL MALL CANADA LTD. and MOLSON BREWERY MANITOBA LTD. for their support and thoughtful cosiderations.

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CLUB MINUTES

The October meeting of the AMCM was held on the evening of the 27th of that month at the Rothmans center.

More sales brochures from 33 to 35 were donated to the club library. See John for more details on make and exact year. A card of thanks will be given to Mr. W. Roberts for donating these articles to the club.

There was further discussion on the motion that would limit club members to inviting 2 persons to a club function. An amendment was made to the motion stating that clubs could be invited if it was voted on at the meeting preceding the event. A vote was taken and the amended motion was passed.

A report on the road race at Gimli was given. Six members participated and the bikes there were Jim Harrisons' Ariel, Randy Maunders' AJS, Jim Simmons' BMW, and Len Hardys' Vincent.

The club has decided to hold a social with a date of approx. end of Feb. first of March. Jim Simmons asked if the membership would be willing to let the executive look into a hall, etc for the next meeting. A suggestion was also made that the club sell tickets and everyone bring food and drink to a house party.

Dates for next years meetings are being booked so the list of dates should be available soon.

The subject of club cards was presented. If the club had 5000 printed the cost would be \$143. If cards were sold for 25 for \$1.00 the club would make \$55 profit. Further action will be taken in January.

The meeting was adjourned and Bert Bently showed slides for our entertainment. The next meeting will be held on November 17th, 7:30 pm, at the Rothmans Center, 1645 Inkster Blvd.

TRADING POST

FOR SALE or TRADE

-194? New Hudson (Villier's motor)

-1910-12 "American" Motorcycle

Belt drive (parts bike, rough) no motor or trans, no tanks or front wheel

WANTED

-FOR A 1913 INDIAN RACER

Complete clutch unit, rear stand, racing seat and handlebars

-PRE 1915 INDIAN SIDECAR (any condition)

-Also Manitoba Motorcycle license plates pre 1952

CONTACT Ross H. Metcalfe, 716 Municipal Rd., Wpg., Man.
R3R 1J4, 889-8177

WANTED FOR an ARIEL MKII Sq4

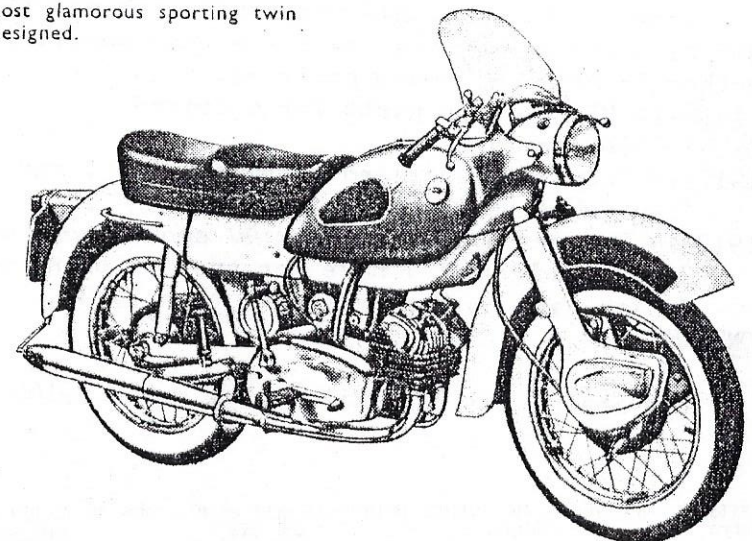
LH front exhaust pipe, original preferred

CONTACT Bob Hatton, 10-173- Taylor Ave Wpg Man R3N 0N8
489-2608



250 c.c. TWIN

the most glamorous sporting twin
ever designed.



IDENTIFY THAT OLD BIKE

Motor and Serial No. for Indian Motorcycles 1926 to date

Motor and Serial Numbers of the Various Seasonal Models from 1926 to Date

	21 Cu. In. Prince	27 Cu. In. Scout	45 Cu. In. Scout	61 Cu. In. Chief	74 Cu. In. Chief	78 Cu. In. Four	30.50 Cu. In. Pony	45 Cu. In. Motorcycle & Sport Scout
1926	AL101-up	AG101-up		AZ101-up	AH101-up			
1927	BL101-up	BG101-up	BGP101-up	BZ101-up	BH101-up	VF101-up		
1928	CL101-up	CG101-up also DG101 to DG2637	CGP101-up also DGP101 to DGP4317	CZ101-up	CH101 to CH2224	CA101-up also DA101-DA700		
1929		DC2638-up	DGP4318-up		CH2225-up	DA701-up also EA101-EA175		
1930		EG101 to EG924	EGP101 to EGP3080		EH101 to EH1535	EA776 to EA1509		
1931 Motor No.		EG925-up	EGP3081-up		EH1536-up	EA1510-up		
1931 Serial No.		SH344-up	G1050		HI410-up	A982-up		
1932 Motor No.			BGC101-up		COC101-up	DOC101-up	EOC101-up	
1932 Serial No.			203101-up		303-101-up	403-101-up	503-101-up	

Motor and Serial Numbers of the Various Seasonal Models from 1933 to Date

	45 Cu. In. Scout	74 Cu. In. Chief	78 Cu. In. Four	30.50 Cu. In. Junior Scout	45 Cu. In. Sport Scout
1933 Motor No.	BCC-101-up	CCC101-up	DCC101-up	ECC101-up	FCC101-up
1933 Serial No.	233-101-up	333-101-up	433-101-up	533-101-up	633-101-up
1934 Motor No.	BCD101-up	CCD101-up	DCD101-up	ECD101-up	FCD101-up
1934 Serial No.	234-101-up	334-101-up	434-101-up	534-101-up	634-101-up

1935 Motor No.	BCE101-up	CCE101-up	DCE101-up	ECE101-up	FCE101-up
1935 Serial No.	235-101-up	335-101-up	435-101-up	535-101-up	635-101-up
1936 Motor No.	BCF101-up	CCF101-up	DCF101-up	ECF101-up	FCF101-up
1936 Serial No.	236-101-up	336-101-up	436-101-up	536-101-up	636-101-up
1937 Motor No.	BGG101-up	CCG101-up	DGG101-up	ECG101-up	FCG101-up
1937 Serial No.	237-101-up	337-101-up	437-101-up	537-101-up	637-101-up
1938 Motor No.		CCH101-up	DCH101-up	ECH101-up	FCH101-up
1938 Serial No.		338-101-up	438-101-up	538-101-up	638-101-up
1939 Motor No.		CCI-101-up	DCI-101-up	ECI-101-up	FCI-101-up
1939 Serial No.		339-101-up	439-101-up	539-101-up	639-101-up
1940 Motor No.		CDI-101-up	DDI-101-up	EDI-101-up	FDI-101-up
1940 Serial No.		340-101-up	440-101-up	540-101-up	640-101-up
1941 Motor No.		CDA-101-up	DDA-101-up	EDA-101-up	FDA-101-up
1941 Serial No.		341-101-up	441-101-up	541-101-up	641-101-up
1942 Motor No.		CDH101-up			FDB101-up
1942 Serial No.		342-101-up			642-101-up

No Civilian Production During the Year 1943

1944 Motor No.		CDD-101-up			
1944 Serial No.		344-101-up			
1945 Motor No.		CDE-101-up			
1945 Serial No.		345-101-up			
1946 Motor No.		CDF-101-up			
1946 Serial No.		346-101-up			

NEW MEMBERS

The club would like to welcome a new member to our club. His name is Harry Seeds of 45 Arrowhead Cres., Kitchener, Ontario, N2P 1C1, 893-0202. Len Hardy tells me that Harry has a '61 Gold Star.

BRIEF HISTORICAL NOTES - From AMF

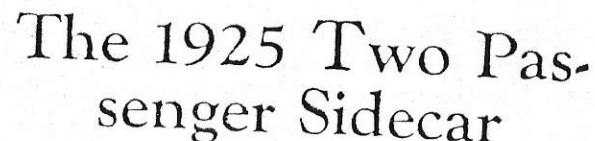
We are indebted to Scott Brown, Pr. Coordinator of Harley Davidson Motor Co. for the following info.

The story began in 1901 when William Harley was a draughtsman and Arthur Davidson a pattern-maker. Aided by Arthur's brothers and by Ole Evinrude (the latter famous as a builder of outboard motors), the building of a motorized pedal cycle began to take fruit. The first unit, with a tomato juice can for a caruretor, could just propel the cycle on a level road. A larger motor (400cc) enabled the cycle to take hills but the cycle frame was too weak. With a purpose built frame the fledging company set up shop, a 10 X 15 shed, as the Harley Davidson Motor Company. The Silent Grey Fellow (25 cu in, 3hp) was launched in 1903. During the next three years they built 50 units and 100 in 1907, in which year they incorporated. In 1908 Walter Davidson won the Federation of American Motorcyclists Endurance Race and also set a record - 188.23 mpg in an economy trial.

1909 was the year of the Vee-Twin, later increased to 61 cu in, and now they had a unit capable of side-car usage. Sidecar construction began in 1911. Initial sidecar construction was mainly for delivery carts, mail, and war usage.

The earlist Harley Davidson sidecars resembled a wooden dutch shoe in appearance. The frame of 1-1/4 inch diameter heavy guage seamless steel tubing was built to last. All fittings were of drop forged steel. Wheel size was a huge 28 inches but typical for cycles of that era. And, the sidecar, complete with wheel and tire sold for a mere \$85..

The WW 1 military version differed little from the civilian version except that some were purpose fitted with armaments. The pointed nose had been flattened in the



The 1925 Two Passenger Sidecar

In the 1930's the servi-car began to gain in popularity, especially as law enforcement vehicles. Only Harley Davidson and Indian survived the financial crisis, probably because of their large usage by law enforcement agencies.

In the sixties, Harley Davidson purchased half interest in the Tomahawk Boat Company to use their fiberglass facilities. Later they purchased the boat company outright. The shape of the sidecars changed quite drastically when they switched from metal to fiberglass. Sidecars now were made of fiberglass in Tomahawk in 1967.

6

Over the years many Champion Spark Plugs have been obsoleted and superseded. The following listing is designed to identify the discontinued types and supply the recommended replacement.

Discontinued	Replacement	Discontinued	Replacement	Discontinued	Replacement	Discontinued	Replacement
O Com	W 10	EJBJ	EJB	UL-13Y	BL-13Y	F-58A	F-57A
CO	W 14	H-8JM	H-8J	RJ-13Y	J-58A	J-58A	J-57A
1 Com.	EW-90	J-8JM	J-8J	A-14	J-58T	J-58T	J-57A
C 1	W 14	JT-8	CJ-8	D-14M	K-58A	K-58A	K-57A
OHF-1	XMJ 14	N-8B	N-8	EC-14	EW-90	L-58R	L-57R
R 1	K-57R	NAB	N-5	EF-14Y	XF-14Y	N-58A	N-57A
R-1A	K-57H	X-8 Com.	RO-16	UJ-12	J-59T	J-59T	J-57A
R-1S	K-57R	XE-8 Com.	XD-16	J-14C-1	J-59T	L-59T	L-57A
TAC-1	REL B8B	XEH-8J	XEH-8	L-14	J-60P	J-60P	J-60G
2	W 18	XN-8	RH-8	LA-14	L-58A	F-61A	J-60G
2 Com.	W 18	XJ-8	RJ-8	NA-14	N-54R	J-61R	F-60R
J-2	J-57R	XJ-8J	RJ-8J	RH-14Y4	RH-14Y	K-61R	K-60R
K-2	J-57R	XN-8B	RH-8	RF-14Y	R-14Y	N-61Y	N-60Y
OHF-2	XMJ 17	XNA-8	RN-5	XF-14Y	RF-14Y	G-25	ED-14
R-2	K-54H	Y-8	UY-6	XN-14Y	RH-10	N-62Y	N-60Y
R-2S	K-57R	K-57R	9	XJ-14Y	RJ-14Y	J-63R	J-62R
TAC-2	AML-12	9 Com.	D-23	XN-14Y	RN-14Y	J-63T	J-62R
3	C-16C	D-9JM	D-9J	15A	F-63M	F-63M	J-61J
3 Com.	W-18	EK-9	EH-8	15-90	D-16	L-63A	L-62R
J-3	J-62R	UF-9Y	E-9Y	C-15	N-63A	N-63A	N-62R
K-3	K-7R	H-9	H-8	EF-15	R-63	R-63	J-61J
4	C-16C	H-9 Com.	H-8	H-15	K-15J	J-64J	J-64
4 Com.	D-6	W-9J	H-8J	UL-15Y	L-15Y	UJ-64P	J-63Y
C-4	C-16C	J-9 (Long Thd.)	J-9	XF-15	XF-14Y	J-66Y	J-63Y
C-4X	C-16C	J-9	J-7J	D-16M	D-16	J-67J	J-64J
J-4JM	J-4J	J-9J	J-10Y	H-16	D-6	D-6	W-10
TAC-4 Com.	ZML-12	XD-9	RD-9	H-16A	RD-16	RD-16	HW-77N
XJ-4J	RD-6	XE-9 Com.	XD-21	RD-16J	RD-16J	L-77V	RHW-77N
XN-4	RH-4J	XEH-9	XEH-8	XN-16Y	RN-16Y	OL-77V	OL-76V
Y-4	UY-6	XF-9Y	RF-9Y	UEO-16	ED-16	N-78B	N-178B
Y-4A	UY-6	XH-9	H-17	H-17-9	D-9	XL-78	RL-78
5 Com.	D-9	XJ-9Y	RJ-10Y	H-17A	UJ-17Y	UJ-17Y	J-2J
5M	D-9J	XN-9Y	RN-9Y	D-16	K-15J	S-79N	RM-80F
AG-5	AG-3	10	D-23	N-18	N-16Y	HB-80N	AS-79N
C-5	W-14	10 Com.-64	D-23	UJ-18Y	J-18Y	N-80B	N-160B
E-5 Com.	ED-9	C-10S	CJ-6	UL-18Y	L-20V	HW-80N	RHW-80N
X-5 Com.	RD-9	EC-10	EW-90	XH-18Y	RH-10	N-81A	E-57A
X-5 Com.	XEK-9	EH-10	XEH-10	XJ-18Y	RJ-18Y	UL-82Y	L-82Y
YN-5	RN-5	H-10JM	H-10Y	L-19V	L-20V	N-83A	E-59A
6	W-18	J-10	J-62R	NA-19	N-52R	N-84	N-7
6 Com.	D-14	J-10 Com.	J-6	UL-19V	UL-17V	EC-85N	REW-80N
6M	K-15J	J-10 Com. J	2-85	XMJ-19	XMJ-20	RL-85P	RL-85G
6MJ	K-15J	LA-10	L-62R	J-20Y	W-20	XL-85	RL-85
E-6 Com.	ED-14	NA-10	N-3	21	W-20	UL-86	UY-86
J-6JM	J-6J	UJ-10Y	J-10Y	22	W-10	XL-87Y	J-5
P-6	P-7	XE-10 Com.	XEK-23	C-27	M-41E	C-88	RL-87Y
X-6 Com.	RD-14	XF-10	RF-10	30	C-88S	UL-88B	UL-88B
XD-6	RD-6	XN-10	RH-10	35 Com.	A-25	H-88	H-8
XE-6 Com.	XED-14	XH-10J	N/A	36	K-88S	RL-88B	RL-88B
XJ-6	RJ-6	11	D-16	C-36	B-88N	L-88	L-88A
XJ-6J	RH-6	EH-11	XEH-11	40	K-98F	AC-88S	N-7
XN-6	RJ-6J	H-11J	H-11	41	K-97F	EC-89D	REL-88D
XY-6	UY-6	J-11JM	J-11J	42	K-97F	UD-89D	ED-89D
Y-6	D-16	JA-11	43		W-18	XED-89D	ED-89D
7	D-16	K-11	UK-10	44	W-88D	J-91	CJB
7 Com.	D-16	L-11S	L-5	A-44-44D	L-95Y	L-95Y	L-90
C-7	LA-11	LA-11	L-57R	E-44	EC-89D	EC-89D	K-97F
L-7	L-85	R-11	K-54R	GH-44	W-18	EX-98F	L-98F
P-7Y	P-8Y	R-11A	K-54R	XE-44	W-95D	N-181R	E-58R
OL-7J	OL-7J5	R-11S	K-54R	45	W-95D	N-181R	E-58R
R-7	K-60R	UF-11Y	K-54R	46	W-95D	N-181R	E-58R
UCJ-7G	UCJ-6J	XF-11Y	RF-11Y	49	ED-89D	N-181R	E-58R
UK-7	K-7	XH-11	E-49	E-49	ED-89D	N-214	E-60
XJ-7	XJ-7	XJ-11Y	RJ-11Y	N-52T	N-52R	N-219	E-60
XL-7	RL-85	12	D-16	F-53T	F-54R	730	RL-87Y
8	D-16	H-12J	J-12T	J-53T	J-54R	X-730	RL-87Y
8 Com.	D-16	J-12	X-33T	X-33T	K-54R	806	UD-88G
8 Com. C	D-23	J-12JM	J-12J	L-53T	L-54R	813	D-14N
8 Com. D	D-23	NA-12	N-57R	N-57R	L-54R	820	C-91
8 Spec. K	D-15Y	UJ-12Y	J-12Y	F-55T	F-54R	J-54R	D-21
D-8	D-16	UN-12Y	L-12Y	J-55T	J-54R	830	REW-81N
DJ-8	KJ-8J	XH-12	N-12Y	K-55R	K-54R	X-860	RF-9Y
DL-8	K-98F	XJ-12	RL-12	L-55R	L-54R	901	XF-14
DL-8C	K-98F	XJ-12Y	RJ-12Y	N-55R	N-54R	E-901	W-85N
E-8 Com.	ED-16	XL-12Y	RL-12Y	N-55T	N-54R	905	REW-80N
CO-8	K-97F	XN-12Y	RN-12Y	J-56T	J-57R		C-95F
ED-8	K-98F	13	D-16	L-56T			

A QUIZ FOR COOL NOVEMBER EVENINGS

Below are all the letters of the alphabet. Supply the name of a motorcycle for each letter. Do not use motorcycle model names, such as Gold Wing for the letter G. Also do the tie breaker at the end and bring your answers to the Nov. meeting.

- | | |
|----|----|
| A. | N. |
| B. | O. |
| C. | P. |
| D. | Q. |
| E. | R. |
| F. | S. |
| G. | T. |
| H. | U. |
| I. | V. |
| J. | W. |
| K. | X. |
| L. | Y. |
| M. | Z. |

TIE BREAKER (To separate the men from the boys)

- Edward Turner designed the _____ and _____ motorcycles.
- Rem Fowler won the first _____ ever on a _____ motorcycle in _____ (year)
- " The Modern Motorcycle" slogan was used by the _____ motorcycle co.
- Mr Honda's first name is _____
- Canada's Mike Diff rode to fame on a _____ motorcycle.
- George Meir won the Isle of Man TT senior in 1939 on a _____ motorcycle.
- The motorcycle " Built Like a Gun" was the _____ motorcycle.
- Honda's slogan that gained them prominence was _____
- The " Silent Grey Fellow" was _____ co. first model.
- A tail less cat and Norton production racer share the same name _____.
- BSA stands for _____, JAP stands for _____.
- Phil Irving designed the _____ motorcycle.
- Licence number on Sammy Miller's Ariel Ht trials bike was _____.
- Spanish motorcycle made be a camera company _____.
- A squared off Japanese nightmare _____
- BMW made _____ before making motorcycles.
- James L. Norton was affectionately known as " _____" Nortor
- The worlds first motorcycle was made by _____
- A North American native with a left hand throttle _____
- Founder of the company building CAN AMS _____



The World's Champion

**SEE IT AT
OLYMPIA!**

**The 1924 Model
Harley-Davidson**

The Motor Cycle on which Percy Coleman won the N.Z. Heavy Weight Championship at Suchbury on Labour Day, and set the phenomenal time of 10:27 on the New Zealand, The Strand 21 on the right hand side of the Harrocks will be shown. Coleman's machine will also other 1924 Harley Models which the attractions in charge will be very pleased to show you.

Many new features have been introduced into the 1924 Harley Model which makes it a more desirable machine to own than ever, which makes riding on a Harley one of the greatest pleasures on wheels. Here are the principal improvements:

The new aluminum alloy engine motor case vibration is half reduced, has greater acceleration, greater sustained speed and longer life.

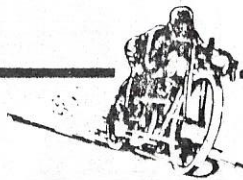
The new aluminum alloy primary drive shafting is far more and much stronger, a means you get adequate back Motor Cycle and Sidecar in five minutes easy. Just back the cap of the Aluminum gear over the fitting, giving the chain a turn and a shove between right where it is needed under 500 pound pressure. Then turn back the handle and tip of the cap. The next thing is just as easy.

The 1924 Sidecar fits on two 49 inch steel elastic springs, which make the roughest roads appear as smooth as a billiard table.

Other improvements include a new valve combination, valve gears with a memory master drive, a 100 per cent larger muffler, a 1 inch wider spread of the handle bars, and a steering that turns the motor over faster and is easier in action. Attention has been devoted to better suspension and better storage batteries and there are several other improvements.

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Flying Mile Championships

OFFICIAL RESULTS

7-9 H.P. CLASS

H. Mangham—Harley-Davidson	1
110 miles an hour World's Beach Record	
L. Monckman—Harley-Davidson	2
Over 100 miles an hour	
A. Smith—INDIAN	3

2-3/4 H.P. CLASS

E. Burmister—2-3/4 Harley	1
New Zealand Record	
G. Hockley—2-3/4 Harley—	2
New Zealand Record	

L. Monckman on a stock model Harley-Davidson is first to break 100 miles an hour record in N.Z.

**The Two HARLEYS are the Fastest
Machines in N.Z. To-day**

PUBLIC NOTICE

Owing to the misleading statements published by the opposition, we are reluctantly compelled to advertise the official results of the flying mile championship

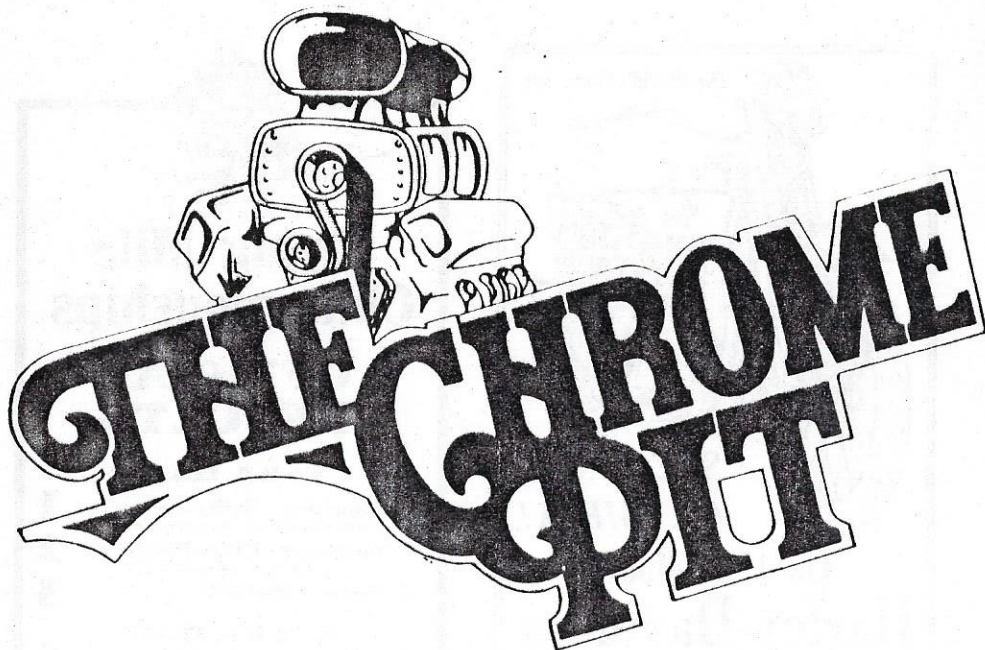
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