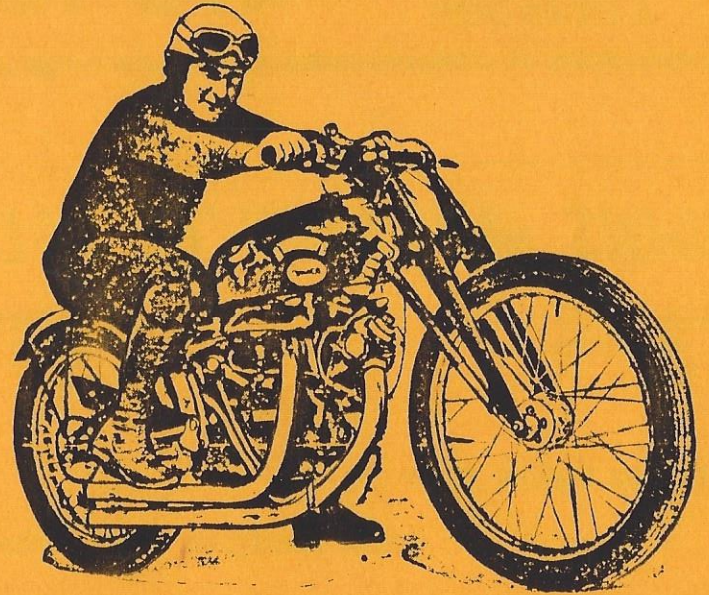


MARCH 1980

RUST 'N PIECES



THE
VINCENT
1950

VOL. 3

NO. 3



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

TO: Ross Metcalfe

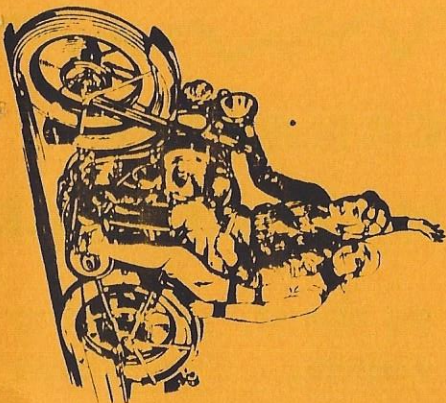
415 MONTROSE ST

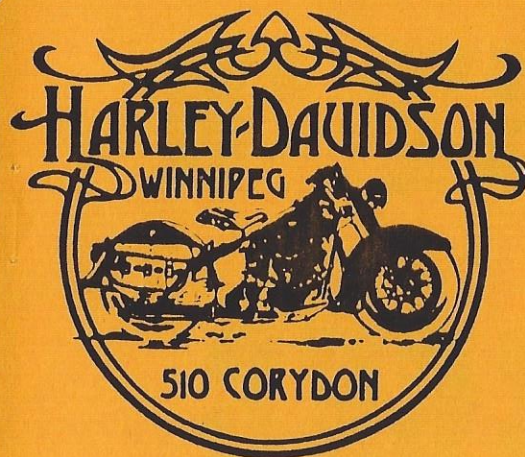
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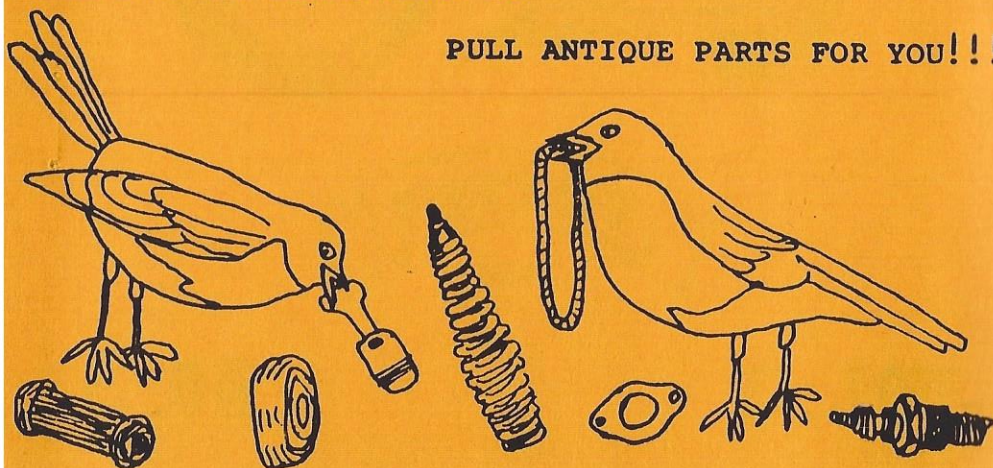
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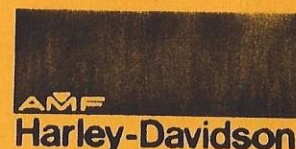
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MOTORCYCLE**

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

trans parts, clutch, etc Write for list
Also NOS Flat headlamp lenses (8), 32mm Dellorto
carb (used), 1 3/16 chopped Monoblone Amal, Royal
Enfield gearbox (500cc single?)

ALSO
WANTED

Norton single cylinder SV, OHV, and OHC 500cc parts
Will buy or trade for above parts
CONTACT Dave Campbell, 608 Lipton St. Winnipeg, Man.
Ph. 772-3065

FOR SALE OR TRADE

1972 BSA Rocket III Export model 6000 miles
Like New condition. Never been dropped. Will consider
trade for BSA Gold Star DBD 34 or sell for \$2000 firm
1947 Whizzer Restored but original paint and
striping intact, lighting and speedo kit included
\$1000 firm
CONTACT Jake Houtop 425 Ferry Rd. Winnipeg Man
Ph. 888-6797

WANTED

FOR A 1913 INDIAN V TWIN RACER
Rear Stand, Complete clutch unit, Racing handlebars,
Racing saddle, Dust cover for Bosch Mag (Twin)
ALSO Any members out there that have any Manitoba
Motorcycle Plates lying around dated before 1965
to help me complete a collection.
CONTACT Ross H. Metcalfe, 415 Montrose St. Wpg, Man
R3M 3M2 Ph. 284-3717

WANTED

FOR A 1936 JR. INDIAN SCOUT
Chain guard, Primary cover, Handlebars, Complete head-
light, Battery box... Have extra engine to trade
(complete but seized)
CONTACT T.H. Metcalfe 411 Montrose St. Wpg Man. R3M 3M2
Ph. (204) 453-3748

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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

CLUB PRESIDENT..... Jim Simmons
PAST PRESIDENT..... Jim Harrison LIBRARIAN..... John Choquette
SECRETARY..... Pat Choquette ACTIVITIES MANAGER..... Ray Houde
TREASURER..... Siggi Klann PUBLIC RELATIONS..... Graeme Smith

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 mater-
ials, but cannot be responsible for damage in the mails, nor do they assume any
responsibility for return or safety of same.

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

CLUB MINUTES

This months meeting was held on February 18 at McDonald's on St James St. It was a busy meeting and here are a few of the highlights of that meeting.

Brian Nazarko brought in the three trophies for the participants in the "Cycle Show 80" that he had purchased for the club. As of yet we have not received a reply to our letter to Mr. Glazerman concerning the selling of our newsletter at the show.

Jim Simmons stated that we as a club are now registered at the Liquor Control Board so we can hold socials and other events in the future.

Jim Simmons composed a letter, with the help of other club members, concerning the turn signal legislation, which he read at the meeting, protesting the use of turn signals on bikes manufactured prior to 1969. The reply from Mr. Dygala, the Registrar of Motor Vehicles, was also read that stated that they appreciated our letter. It also stated that this is now in legislation and has to be changed through legislation. He also said that Mr. Sinnock would phone Jim and Jim informed us that Mr. Sinnock did call.

It was suggested that we send copies of our letter and the letter from Mr. Dygala to Sterling Lyon and the Minister of Highways. Copies of these letters will be published in a later newsletter.

Canadian Motor News, an antique publication to be started in Canada, wrote asking for our roster. It was decided to write asking about a free subscription before a roster was sent.

It was decided that want adds are to be submitted in writing at the monthly meeting or to the club mailbox. The adds are to run for one month. Out of club advertising will run because other club newsletters

TRADING POST

WANTED

FOR A H-D 45
A civilian rear fender or any portion thereof

Any genuine H-D or BMW factory literature eg Shop Manuals, Parts Manuals, Owners Manuals, Sales Brochures. Will accept in any condition but price commesurate with condition
CONTACT Jim Simmons, 15 Finestone St Winnipeg, Man
R2R 1E3 (204) 633-5010

WANTED

Pictures of tank emblems for decoupage
CONTACT Brian Nazarke, 116 Fifth Ave. Winnipeg, Man
Ph. 247-7378

FOR SALE

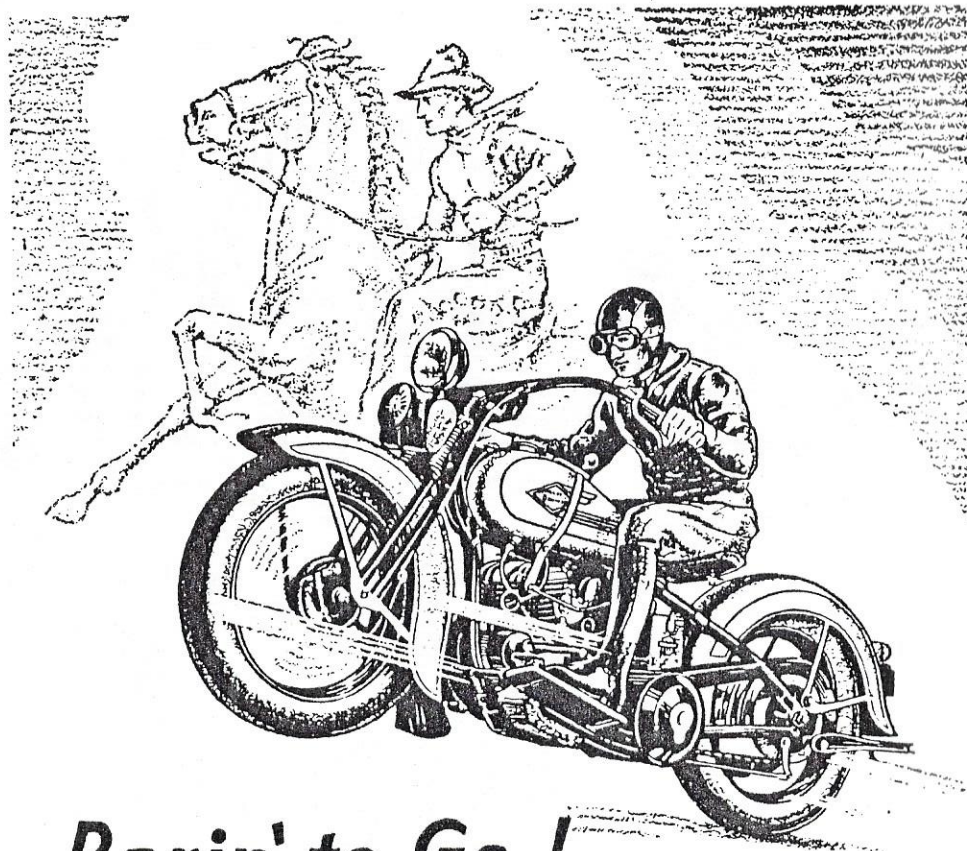
1950 Douglas MK IV. Fully restored inside and out
Some spares. Delivery negotiable \$2500
CONTACT D.L. Hagen 387 Curtice, St. Paul, Minn.
Ph. 612-226-0755 after 5pm weekdays
(From the picture sent this looks like a gem)

WANTED

FOR A 1950 AJS 16M RIGID FRAME
A tool box, and other parts for forks
FOR A 1967 ROYAL ENFIELD INTERCEPTOR SERIES 1
A shop manual, will trade for same in Series II in perfect shape.
CONTACT Randy Maunder, 805 Berkley St. Winnipeg ,Man
Ph. 837-1411

FOR SALE

New crank for A70 (750 twin) BSA, A65 Lightning parts
New cyl. head complete with valves and springs, "Special Works" road racing crankcases, covers, head and barrels, Carillo steel rods, ARD magneto and drive complete,



Rarin' to Go!

HERE'S the ruggedness and spirit of the cow-pony combined with the grace and speed of the racehorse.

There's 36 real horsepower in that big, high-speed motor — rarin' to go when you crack the throttle. No bronco buster ever had a mount to compare with the 1934 "Fighting Heart" Harley-Davidson!

Idling along a winding woodland trail, or hurtling down the highway, this modern thoroughbred instantly obeys every wish and whim of the rider — it becomes part of him.

Here is a mount to be proud of, with its Air-Flo styling and striking color combinations! Economical in operation and maintenance, too.

Drop in at your Harley-Davidson Dealer's — swing into the saddle of one of these super motorcycles — and picture yourself streaking down the highway, leaving traffic far behind. Ask about his convenient payment plans that make ownership so easy. See him today.

Harley-Davidson Motor Co., Dept. P., Milwaukee, Wis.
 Interested in Motorcycling. Send illustrated literature.
 Postage Stamp is enclosed to cover cost of mailing.

Name _____

Address _____

My age is () 16-19 years. () 20-30 years. () 31 years and up. () under 16 years. Check your age group.

Mail this coupon

Ride a
HARLEY-DAVIDSON

reciprocate with our adds. Commercial advertising, other than our yearly advertisers, had a rate set of 20 cents per word and a minimum of 10 words per month.

The question of safe riding on the runs was discussed and we have decided to try to make the club runs safer by better organization and articles on group riding are to be published in our newsletter.

Irvin Lowen showed us some films on local racing and events in the years 1937 - 40. Len Hardy brought in a film of Abbot and Costello in which they rode a bike with a sidecar. These films were very enjoyable and we thank them for bringing them in.

Our next meeting will be held on March 17 and watch for the note in your newsletter for the location and time.

NEW MEMBERS

Two new members have joined our club this month. We welcome them and hope they will join in and enjoy our club activities. These new members are:

Lawrence Bird
 18-6th Street
 P.O. Box 151
 Brandon, Man.
 1965 BMW R60/2
 1-727-3808

Jim Campbell
 Box 234
 Stonewall, Man.
 ROC 2Z0
 1948 James 98
 1-344-5939



PRESIDENT'S NOTE

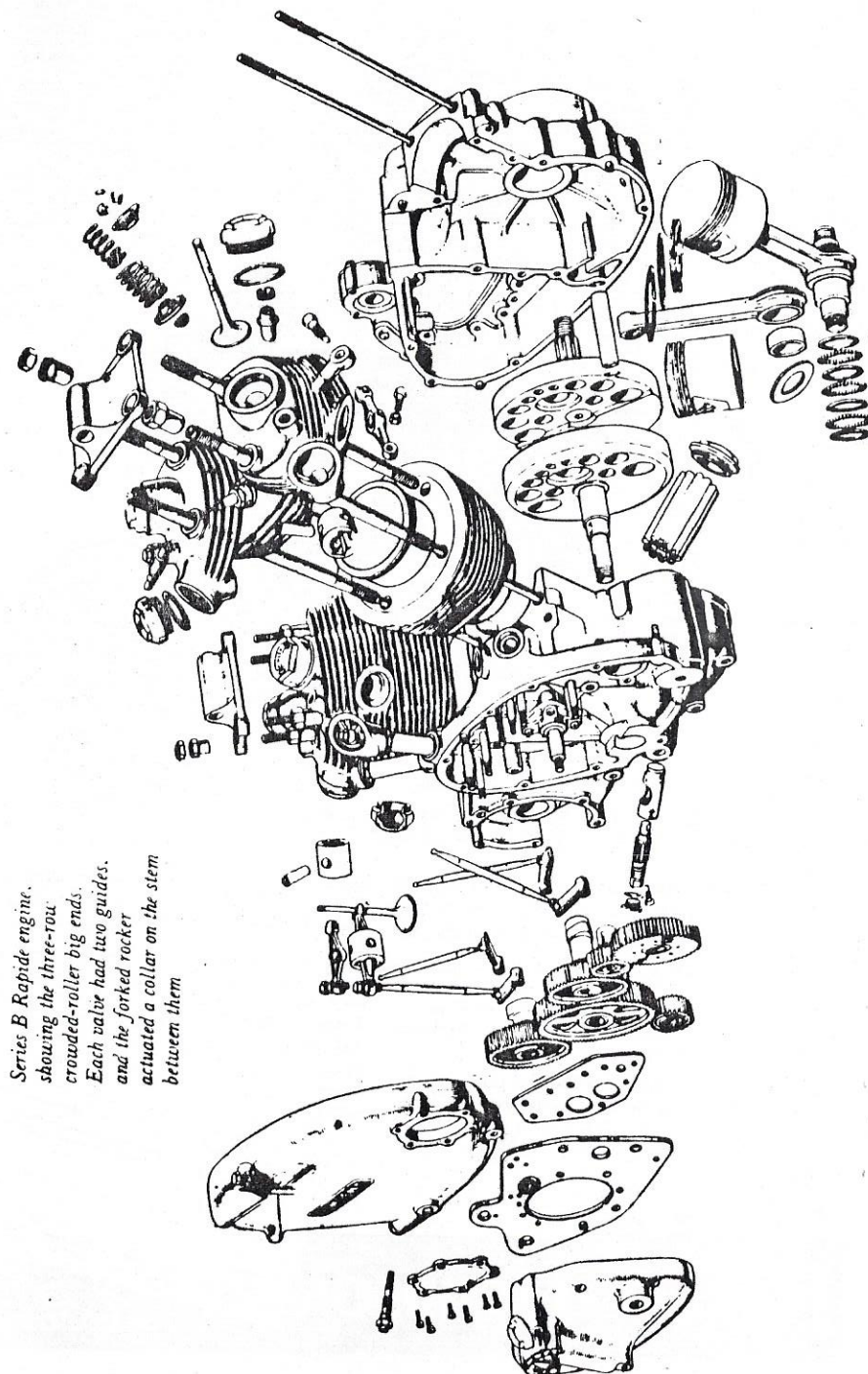
Seems like I've had a mental block this month when it comes to writing a note so I think I'll just express a few thoughts that are on my mind. First things first, I think we all should give Bob Hatton and Graeme Smith a big hand for the job they've done in revamping our newsletter and making it an almost self supporting enterprise. I don't think most of us know or appreciate the hours of work that have gone into this project. While on this subject of the newsletter, I'm just trying to make up my add for the want ads section. I'm sure that everyone out there is looking for something or has an extra something to dispose of, so let the world know! Get a want add in and see if you stir up something of interest. It doesn't cost anything so It's a case of nothing ventured and everything to gain.

With a great deal of help from several members I've managed to get a letter off to the Registrar of Motor Vehicles expressing our opposition to the turn signal legislation. Hopefully by the time you read this we will have received some kind of response.

The only other thing pending at this writing is the Cycle 80 Dealers Show. By the time you read this the show will be over and hopefully many of you will have seen our display. For those of you who missed it, our display consisted of an Ariel 500cc Twin, an AJS 350cc Single and a third undetermined bike plus out banner and other club properties.

I'd like to urge you to get busy on your project bikes so we can all see them on the first run of the year. For some of us that's not very likely but there's always the first run of 1981. As more of us get our bikes done the club runs can only get better so keep on plugging away.

See you at the next meeting.



Series B Rapide engine.
showing the three-rou
crowded-roller big ends.
Each valve had two guides.
and the forked rocker
actuated a collar on the stem
between them

SHORT NOTICES

- March 22,23 Fifth annual cycle show at Moorehead Armory
- April 26,27 Antique Motorcycle Club of America (AMCA) Meet at Yankee
- June 7,8 AMCA Meet at Fort Mott, New Jersey
- June 20,21,22 1980 Canadian Vintage Motorcycle Group Rally at Molson's Park, Barrie, Ontario
- July 12,13 AMCA Meet at Medina (Lafayette) Ohio
- August 4-10 Sturgis Rally, Sturgis, South Dakota 40th Annual Black Hills Classic includes tours races, and other activities Contact Jackpine Gypsies, P.O. Box 665, Sturgis S.D. 57765
- Aug 16,17 AMCA Meet at Schenectady, New York.
- Sept. 6,7 AMCA Meet at Davenport, Iowa

If you want to sign a petition protesting the turn signal legislation go to HD Performance. Their address is in their add in our newsletter.

Ross Metcalfe would like to do a book on Motorcycling in Manitoba. He has asked if anyone could send him old pictures, stories, or letters pertaining to this subject, could be sent to him for copying and he would return the items.

The club will have these articles for sale while they last;

Club Crests \$13.00
Corn Roast Plaques \$1.05
Extra copies of "Rust & Pieces" .85 each
Book Binding .50 per book

LETTERS TO THE EDITOR

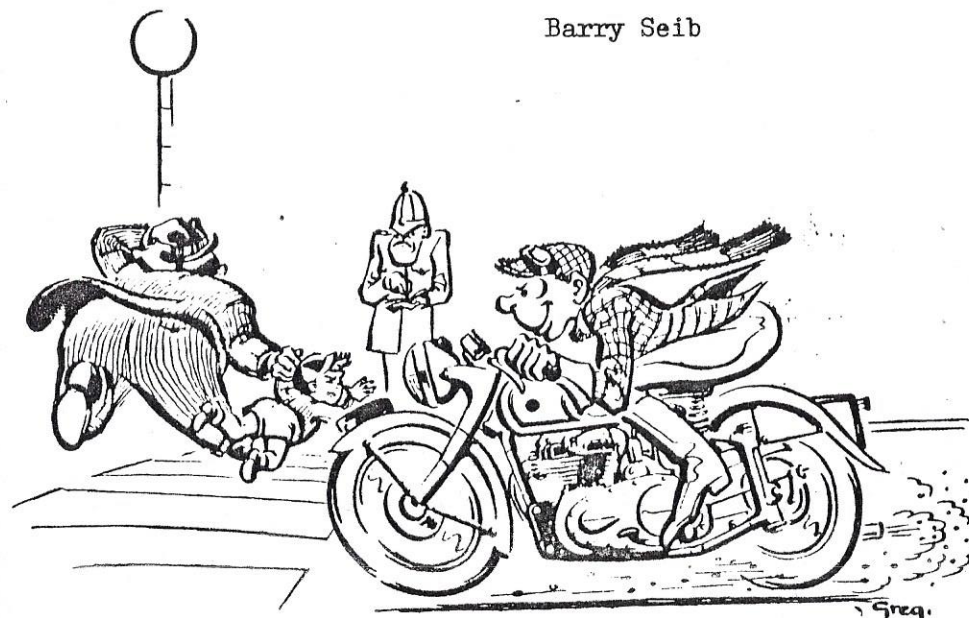
I wish to compliment the editor for the last issue of "Rust and Pieces".

However, I wish to point out that letters to the editor, in my opinion, should be published with the senders name unless requested otherwise.

Ed Pauch

I'd just like to add a couple of words to the article about my Ariel last month. It has occurred to me that in my hurried attempt as a writer, I failed to get my point across about the parts I got from Jim Harrison. I am proud that my commitment to this project is demonstrated by my willingness to pay good money for parts it needs. Jim has been a source of help and encouragement as well as several gift bits. To the uninformed, it might have seemed as if I was bitter about having to pay the prices I did. Just exactly the opposite is true. I was happy to get what I needed and glad that I didn't have to take advantage of one of my best friends by trying to get them for less than they were worth.

Barry Seib



At our next few meetings we will be reviewing our constitution. Read over the proposed rules and bring your thoughts and opinions to the next meeting when we go over them. Please bring your copy of the newsletter to the meeting for reference.

CONSTITUTIONAL RULES

1. Foundation and Title

This body founded in 1977, shall be called The Antique Motorcycle Club of Manitoba, and herein after shall be referred to as the A.M.C.M.

2. Objects or Purpose

The object of this club shall be:

- A To encourage the ownership, use, preservation, restoration and maintenance of classic and antique motorcycles.
- B To organize, ~~cause~~ to be organized, or assist in the organization of rallies, sporting events and other events as may be in the interest of the club.
- C To actively foster the preservation of all records, data, objects, and miscellaneous items pertaining in any way to the history of antique and classic motorcycles and similar associated matters.
- D To provide through the (its) officers and organization such services as may be required by members to further the objects of the club.
- E To promote good fellowship among members, and to encourage all members to feel a part of the A.M.C.M.
- F That by no means shall the A.M.C.M. be exploited or fall into hands to be ruled for the benefit of any individuals. It shall remain as was originally formed, for the purpose and benefit of the A.M.C.M.

IDENTIFY THAT OLD BIKE



Beginning in 1969 with Engine Serial No. H67330 Triumph changed the numbering system to more accurately identify any machine manufactures after 1968.

The first letter in the Serial No. indicates the month in which the machine was manufactured.

Jan.	A	July	H
Feb.	B	Aug.	J
March	C	Sept.	K
April	D	Oct.	N
May	E	Nov.	P
June	G	Dec.	X

The second letter indicates the model year in which the machine was manufactured.

1969	C	1975	K
1970	D	1976	N
1971	E	1977	P
1972	F	1978	X
1973	H	1979	A
1974	J	1980	B

The third portion (five numerals) commencing with 00100 identifies the machine according to production order.

The fourth and last portion of the Serial No. is machine's Triumph model no. (T120R, TR6, T100R, etc.)

The most successful riders of the "big twins" were George Brown (solo) and Ted Davis (sidecar), both of whom worked at the Vincent company, although many riders including John Surtees, who also worked at Vincent's Stevenage factory, rode the 500cc single cylinder racer known as the Grey Flash with considerable success on all the home circuits. In 1952 the Vincent Black Shadow established eight world long-distance records at Montlhery (near Paris) ridden by John Surtees, Ted Davis, Cyril Julian, Phil Heath and several other well known racers of that era. All motorcycle production ceased in 1955, the year a Vincent took the world absolute record (Wright of New Zealand at 185 mph).

Taken from the Encyclopedia Of Motorcycle Sport
compiled by Peter Garrick

CLUBS, SHOPS, PRODUCTS, INFO

The BSA Owners Club Has reproduction sales posters for sale. They feature a 20's period BSA, a flat tank with sidecar. They are 24" X 36" with original colours. Price \$4.00 Contact Anthony Thompson, 174 McClellan Rd. Ottawa, Ontario K2H 5W1

If you are interested in either of these clubs write them for more information.

Triumph Tiger Cub Owners Club. (TTCOC)
P.O. Box 5901, Kent Wa. 98031

Royal Enfield Owners Club (REOC)
P.O. Box 136, Hunt, Texas

A product called "Alumi-Jelly" from the originators of "Naval Jelly" claim that you apply the product to your alum. and wash it off to leave it bright and shiny.
Seen at Caprice Dist. Ltd. 932 Erin St. for \$1.09/can.

G To publish a newsletter to be called "Rust & Pieces" a publication which shall report upon the activities of the club.

3. Qualifications of Prospective Members

Membership of the club shall be available to any person who owns, is restoring, or has owned a classic or antique motorcycle or any person interested in the aims and objects of the club.

4. Dues

The annual dues shall be \$10.00 (ten dollars) which includes all A.M.C.M. benefits. The dues are payable as of December to February meeting. As of the August meeting, dues for the remainder of the year will be \$5.00 (five dollars). After November, the \$10.00 payable is for the next year's dues.

5. Roster

As members dues are paid, each member shall fill out a roster form for each year. Any members wishing to list his/her motorcycles, may do so on their roster sheet. Each year, the club roster of all the members will be mailed out to only paid and honorary members, during the month of April.

6. Publications

A The newsletter's official name by vote is "Rust & Pieces".

B The newsletter shall be used to keep any out-of-town or any other absent members up to date with the activities of the club each month.

C The newsletter will be mailed to:

1. Paid members of the club
2. Honorary members
3. Exchange newsletters with other/Antique motorcycle clubs/ clubs as approved by the memberships.
4. Registrar, Motor Vehicle Branch
5. Police station
6. Our sponsor, Molson Brewery Manitoba Ltd.
7. To paying advertisers in the newsletter

"OH THATS A _____"

Motorcycles have often been advertised by slogans, and individual makes and models have acquired nicknames, which have become part of the folklore of motorcycling. For the next two newsletters we are going to run a quiz on these nicknames. See if you can complete the quiz and bring your answers into the next meeting to see how you did. If you cannot make the meeting, drop us a line at the A.M.C.M. and we will send you the answers in the next newsletter. Answers will be sent to the out of town members in the following newsletter.

1. "The Flying Banana" WOLLER
2. "The Unapproachable" NORTON
3. "Made Like a Gun" ROYAL ENFIELD
4. "Build and Tested in the Mountains" READING STANDARD
5. "The Motorcycle Magnificent" H. D.
6. "So Obviously Superior" S. O. S.
7. "Devoid of Trouble" D. O. T.
8. "The Best Twin" DOWGLAS
9. "You meet the nicest people on a HONDA"
10. "Four Valves, Four Gears" RUDGE
11. "America's Most Beautiful Motorcycle" INDIAN "4"

DEFINITION

Dan Sharp defines a PARTS BIKE as a bike missing parts for which a proper bike rider will scour the remote corners of the earth to complete.

L. N. Hardy, Esq.

-2-

11.8.1954.

event that they should be unable to meet your requirements from stock arrangements can be made to supply any shortages from this end with the very minimum of delay.

Assuring you of our best attention at all times, we remain,

Yours faithfully,
for VINCENT ENGINEERS (STEVENAGE) LIMITED.

Paul Vincent
Manager
Technical Information Department.

Enc: Receipt

HRD VINCENT

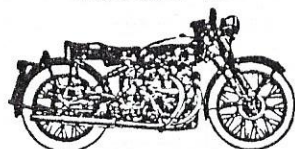
This company's racing activities started in 1925 when H.R. Davies won the Senior TT and was second in the Junior on machines of his own manufacture. Freddy Dixon won the 1927 Junior TT on another HRD. In 1928 HRD sold out to Philip Vincent who, after a period of development and the introduction of his now famous spring frame and engine. Re-entering the racing scene gaining some success in the Island and demonstrating his spring frame to advantage (the Italians, Japanese and others were later to follow this design into 1975 on their latest works road-racing and scramble machines).

The first of the 1000cc V-twins (the A series) appeared on the racing scene at Donington Park in 1939, ridden by "Ginger" Woods, who established a new petrol-benzole lap record. It was after the war however that the then Vincent HRD Company startled the racing world when the totally re-designed 1000cc V-twin appeared all over the world establishing solo and sidecar records culminating in the world's fastest "record" solo at 185 mph and 176 mph-this with a production "Black Lightning" as the 1000cc racer was known, which sold for £500.

VINCENT ENGINEERS (STEVENAGE) LTD.



MAKERS OF



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Secretary: E. C. WOOLNER

The World's Fastest Standard Motor Cycle

STEVENAGE
HERTS. ENGLAND

PR/JWS

Our Ref.

Your Ref.

CORRESPONDENCE SHOULD BE ADDRESSED
TO THE COMPANY AND NOT TO INDIVIDUALS

11th August, 1954

L.N. Hardy, Esq.,
375, Agnes Street,
Winnipeg,
Manitoba, Canada.

Dear Sir,

We thank you for your communication of the 20th ultimo, and we apologise for the delay in replying caused by the closing of our Works for Annual Holiday.

Regarding your "Black Lightning" we would inform you that this machine is now ready for despatch and we hope to ship this model within the next few days. The machine was run in on the road for 100 miles approximately, the fuel used being a commercial petrol/alcohol blend. The machine with a compression ratio of 9:1 went very well on this fuel and after running in we obtained 6200 RPM in 3rd gear which represents a road speed of 125 MPH. The power output of the engine is approximately 70 BHP. Regarding the speed test we would inform you that this had to be carried out on a disused aerodrome with a fairly bumpy surface and the runway is not long enough to obtain true maximum speeds.

We enclose herewith a receipt for your remittance of \$2.77 = £1. sterling and we have arranged for our Spares Department to forward you some literature as requested. Our Spares Memo No. S24833 refers.

Regarding your "Rapide", Engine No. FLOAB/1/2514, we are sorry to inform you that we are unable to supply you with spares direct. Canada is now included in the territory covered by our North American Representatives, Messrs. The Indian Co., 29 Worthington Street, Springfield, Mass. and who should be contacted for all requirements. Our American friends hold ample stocks of all items and in the unlikely

/2 ...

BIKE OF THE MONTH

LEONARD HARDY AND HIS VINCENTS

Len Hardy over the years has collected an impressive assembly of Vincent motorcycles. In the following article I will try to describe them and the story of each.

Len purchased a new 1950 Vincent Rapide from Northwest Cycle in October 1950. He picked the bike up in February of 51 and remembers riding it around that month on the good streets when it was as cold as 27 below. At the time of purchase he ordered some selected spares that would convert the bike into a Black Lightning, but after three and a half years only 10 to 12 percent of the parts arrived. During the following years he rode the bike quite a bit and also took a long trip. He rode the Rapide through Yellowstone National Park, Glacier National Park and on to Vancouver. On the return leg of the trip, at Bainville Montana, with approximately nineteen thousand miles on the bike, the large bronze idler gear shed metal and caused the connecting rod bearings to seize solid.

Len left the bike there and hitch-hiked a ride back to Winnipeg. Bill Sawtus and Len took Bills car and trailer down and brought the bike back to Winnipeg. After the bike was rebuilt with some of the spares Len had acquired there were problems with engine noise so it was put aside waiting for more parts. Len requested direct supply of spares from Vincent Works but they informed him that would be impossible. All spares had to come from the U.S. importers, Indian Motor Co.. These people ignored all letters requesting spares, registered letters were of no further help. Twenty six years later he is still waiting but hopes to have it restored to top condition before too long.

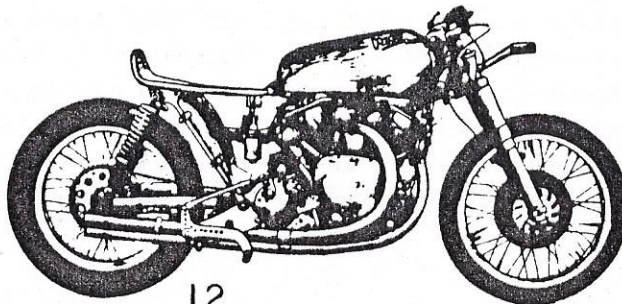
Disgusted with American importers, Len tried to order a Shadow built up to Lightening specs. The bike was almost completed when Len remembered what had happened to the Rapide. He sent a telegram to Vincent to see if they could put a Lightening bottom end in the engine as well.

Vincent then said they could not supply the Shadow to his specifications so would he accept a Lightening. They also informed him that it would not be fitted with a generator and electrical system for lights. Len accepted this bike and they shipped it. He picked it up on May 3, 1956 for \$2023.70 and to his surprise it came with a generator and regulator fitted on it. The bike was shipped with 69 miles on it from the factory, Len took it for a ride and found it was very fast and handled great. He then decided to put it up on blocks with only 82 miles on it because it was impossible to get spare parts.

Since spares were so hard to get, Len purchased a 53 Shadow from Vic Manson. Vic bought the Shadow new from Northwest Cycle, who brought it in from a shop down east. Vic rode it until '56 and put approx. 8000 miles on it. Len with the help of Jake Houtop and Laddie Nos, restored the bike in 1977 and now he has a very nice 53 Shadow with 8618 miles on the speedo.

On the following pages there are some letters from Vincent to Len about his Lightening that you will find quite interesting. Who says new is better!

Nero in sprint trim, with AMC telescopic front fork and brake, and a Velocette pivoted rear fork with proprietary struts



Regarding gear ratios this is a matter for the rider, and while we can only make suggestions at this end, we think that perhaps it would be better for you to have two sprockets, a 44-tooth rear and the standard 46, the additional cost of the extra sprocket would be £2.15.8. approximately.

You will also require with the machine to the above specification a racing magneto, this is essential with high lift cams and carburettors, this would cost approximately £14.0.0. extra, and the prices quoted above are, of course ex Works, and may be subject to increases by freight charges, import duties and sales tax etc.

If you can come to some arrangement with your dealer we will be only too pleased to prepare the machine as specified above.

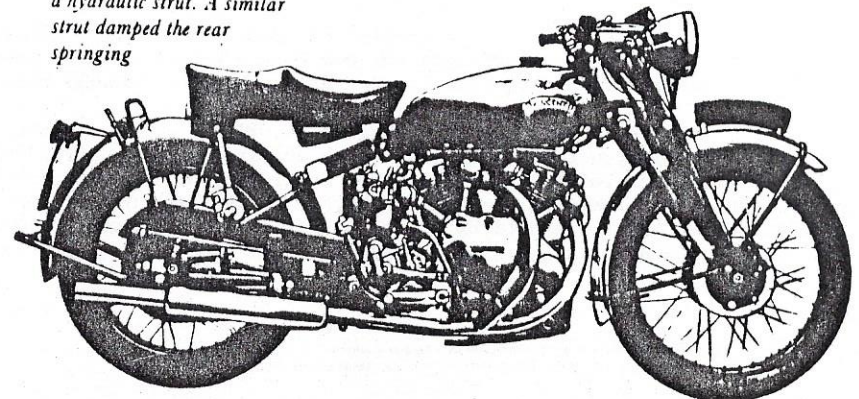
We look forward to hearing from you re this matter and assuring you of our best attention at all times.

Yours faithfully,
For VINCENT ENGINEERS (STEVENAGE) LTD.

[Signature]
Assistant Sales Manager.

Vincent Big Twin

Series C version of the Vincent Rapide. Fork blades were light-alloy forgings controlled by long springs and a hydraulic strut. A similar strut damped the rear springing



1955

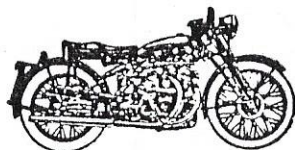
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TO THE COMPANY AND NOT TO INDIVIDUALS

9th February, 1954.

Mr. L. M. Hardy,
375, Agnes Street,
Winnipeg,
Manitoba,
Canada.

Dear Sir,

Our Managing Director, Mr. P. C. Vincent has passed on your letter which is addressed to him to the writer and asks him to apologise on his behalf for the delay in answering your queries.

It would be possible for us to supply you with a special Black Shadow to your specification, so we will lay out your requirements hereunder with the costs as applicable:-

8 to 1 Compression ratio..... No extra charge.

If 9 to 1 pistons are fitted with compression plates which gives a compression ratio of approximately 8.6 to 1 the additional cost would be.. £2. 4. 2.

2 - Front Heads opened out and polished to suit racing carburettors... £6. 0. 0. Extra.

Lightning Cam Shaft..... £3. 0. 0. Extra.

32 millimetre carburettors and adaptors. £18. 6. 9. Extra.

Racing Brake Plates with Air Scoops..... £1.10. 0. Extra.

1 1/2" racing Exhaust Pipes if sent in addition to Standard Exhaust System.... £9.10. 2. Extra.

Continued.... 22

Customers' Motorcycles are driven by our own Staff at Customers' own responsibility. No Liability is accepted by this Firm for any Motor Vehicle, Motorcycle or Stock entrusted to them.



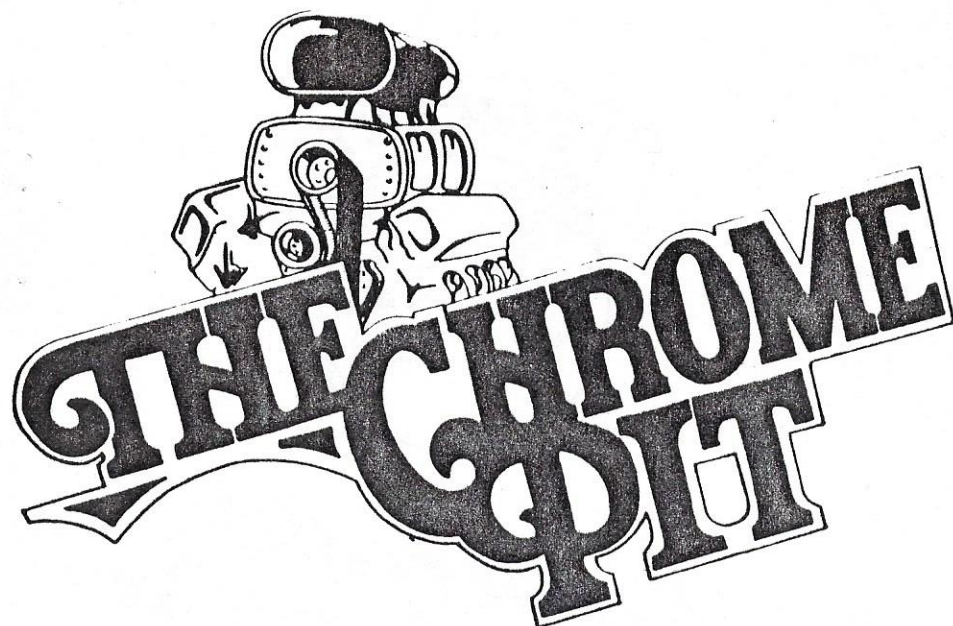
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ROCK LAKE	Henry Einason	P.C.	Box 520, Glenboro, Man.	R0K 0X0
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ST. MATTHEWS	Len Domino	P.C.	137 Langside Street, Winnipeg	R3C 1Z5
ST. VITAL	Jim Waidling	NDP	26 Hemlock Place, Winnipeg	R2H 1L7
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WOLSELEY	R.G. (Bob) Wilson	NDP	802 Preston Ave., Winnipeg,	R3G 0Z3
		P.C.	2 Middlegate, Winnipeg	R3C 2C4

FELLOW MEMBERS

As you know the Manitoba Government is going to make the installation of turn-signals mandatory on all motorcycles as of April 1, 1980. You also know, as a club, we are protesting this law. We also need your support as an individual and a motorcyclist. Listed below are the names and addresses of certain government officials and on the other side of this sheet are the names of the MLAs and their ridings.

Write and call your MIA and other government officials, tell them your opinion, with your support and help we will be able to get this useless law repealed. Also show this list to your biking friends so he or she can do the same.

The Honourable Sterling R. Lyon, Q.C.
Premier

204 Legislative Building
944-3713, 3714

The Honourable Harry J. Enns
Minister responsible for the Manitoba Public
Insurance Corporation

141 Legislative Building
944-2979, 4480, 4481

The Honourable Gerald W. J. Mercier, Q.C.
Attorney-General

104 Legislative Building
944-3728, 4055

The Honourable Donald W. Orchard
Minister of Highways and Transportation

203 Legislative Building
944-3723, 4251

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ATTENTION

Our next meeting will be held at the Rothmans Center at 1645 Inkster Blvd. on March 17, at 7:30 pm. See you all there.