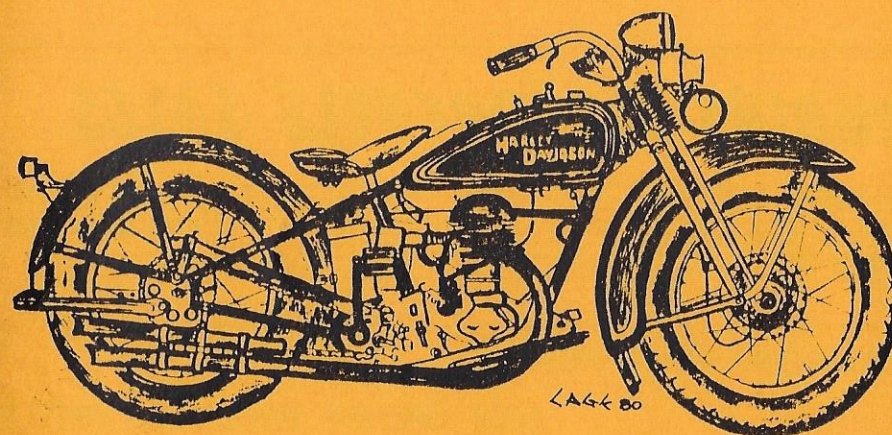


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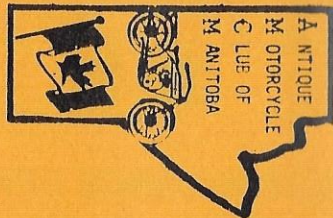
RUST 'N PIECES



HARLEY-DAVIDSON

VOL. 3

NO. 4



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WINNIPEG, MANITOBA
R3C 2X4

TO:

ROSS METCALFE

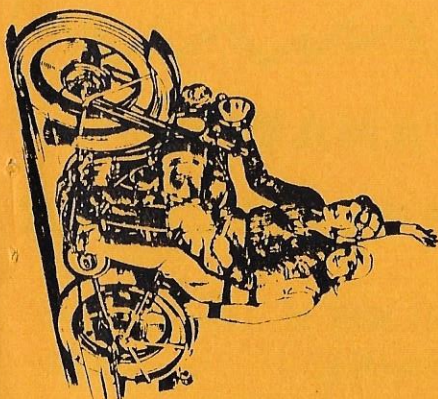
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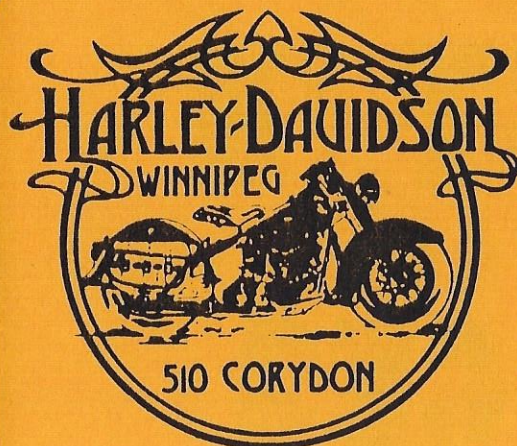
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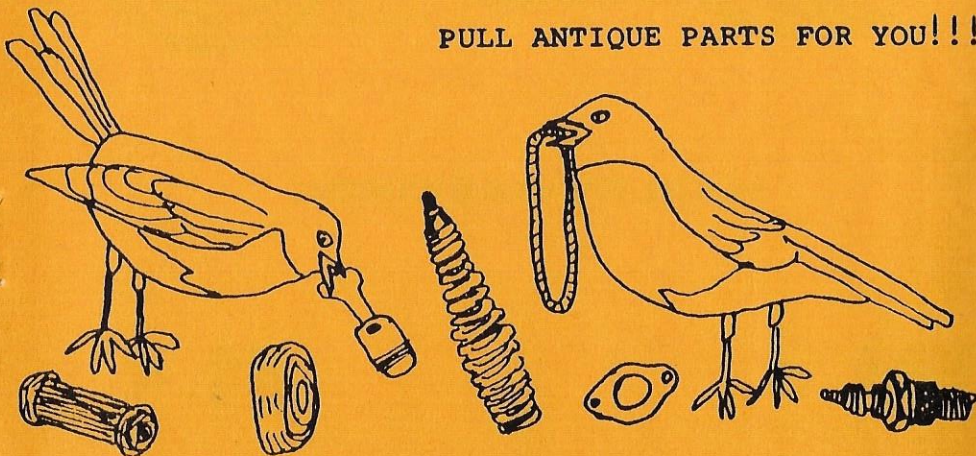
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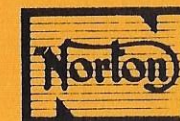
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WANTED

FOR A 1936 JR. INDIAN SCOUT

Chain guard, Primary cover, Handlebars, Complete headlight, Battery box..... Have extra engine to trade (complete but seized)

CONTACT T.H. Metcalfe 411 Montrose St. Wpg. Man.
R3M 3M2 Ph. 453-3748

WANTED

HARLEY DAVIDSON "KNUCK" PARTS OR COMPLETE BIKE

FOR SALE OR TRADE TO COMPLETE MY MAGAZINE COLLECTION

I have extras of Easy Riders Mar. 78, Feb. 77,
also Iron Horse Dec. 79, Apr. 80

I need Easy Riders Feb. Mar. June Aug. & Oct. 75
Jan. Apr. July 76 and No. 1 of "In The Wind"

FOR SALE

Various Harley Davidson stock and custom parts

CONTACT G. Smith 222 Brooklyn St. Winnipeg, Man.
R3J 1M2 Ph. 888-8802

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

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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

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CLUB MINUTES

Our March meeting was held on March 17th, 7:30 pm, at the new Rothmans Center, 1645 Inkster Blvd. The new meeting place is very nice and our club is very fortunate to have such a good place to meet. Approximately thirty people attended this months meeting.

Turnsignal legislation was one of the major topics at the meeting. Apparently there is an ammendment to the legislation in the works, and the police have been instructed not to prosecute motorcycles manufactured before 1975.

Abate of Manitoba has been formed to fight unjust legislation for motorcyclists. They asked for a copy of our constitution to help them form their own constitution. This was given to them. Also they indicated they would like two representatives from our club. David Johnson and Irv Lowen indicated that they would be our reps.

It was decided by the membership, that no Dealer's Adds should appear in the Trading Post, and that the Trading Post should be kept for the members' adds only. Siggi asked if he could try to get the Indian Motorcycle Club of America to exchange newsletters with us. The membership voted on this, and it was passed.

Brian Nazarko reported he had met with Molson's and they indicated they would continue to support our club by supplying refreshments, and two mugs for the oldest bike ridden to the Club Meets (one mug will be awarded at the Spring Meet, and one at the Corn Roast). It was decided by the membership present, that these mugs are to be awarded to club members only.

Our Club Run dates were set for 1980. Look for these dates under Short Notices. Please note: Spring Run Plaques will be given to club members attending the run. At our next meeting, further details in regard to the Spring Run will be discussed and organized.

WANTED

FOR 1948 JAMES 98cc
Shop Manual, Parts Manual, Owners Manual or other literature; Will buy or copy articles. Two 19X2.50 tires
CONTACT Jim Campbell, Box 234, Stonewall, Man. ROC 2Z0
or call during days Winnipeg 947-8414

WANTED

FOR A 1921 HARLEY DAVIDSON
Any engine or engine parts WILL TRADE 39 or 40 Indian Chief Motorcycle needs motor and trans. Otherwise complete tank and fenders still shiny black, tires up or will trade for Model A or T parts or cash
CONTACT Rodney Morrow St. Anthony Rt. Box 50 Mandan North Dakota 58554

WANTED

FOR A H-D 45
A cicilian rear fender or any portion thereof, a round oil bath air cleaner, seperate rear pillow seat, solo saddle, pair of cylinder heads (no broken fins)

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.

I have some H-D parts to trade.
CONTACT Jim Simmons, 15 Finestone St. Winnipeg, Man
R2R 1E3 (204) 633-5010

WANTED

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

WANTED

FOR A 1947 Triumph Tiger 100
Any parts to help me on this restoration
CONTACT Rollie E. Cook, 6 Grassinston Bay, Winnipeg, Man. R2N 1E4 Ph. 257-4179

TRADING POST

FOR SALE:

FOR A MID 50's ARIEL 500cc TWIN

New cast iron cylinder block and alloy head. Head complete with valve covers but no valves. Never used, standard bores Asking \$85.00 O.B.O.

FOR EARLY 50's BSA GOLDEN FLASH

Tool box in good condition complete with decal \$15.00

WANTED:

- Round Lucas taillight
- Rear fender for 1949 Ariel plunger frame, complete with stays but will take any part
- Ariel 500cc twin parts in general, 1949 vintage
- British motorcycle tyre pump
- To buy or borrow, Lucas 6V battery for British motorcycle, complete with top cover In any condition but case must be in good condition for copying

CONTACT Ed Pauch 118 Sunnyside Blvd. Winnipeg, Man.
R3J 3M2 Ph. 832-0255

FOR SALE OR TRADE FOR WHIZZER PARTS

- 1- 1935XO 174cc Triumph parts of motor, trans, and one wheel
- 2- Old gas tanks 1950 Triumph and Norton
- 1- Old wheel?
- 1- 1967 Jawa CZ 250cc MX

CONTACT Ray Houde, 17 Kenwood Pl. Winnipeg, Man.
R2M 1Y4 Ph. 253-1225

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

We went over the first part of our proposed constitution that was listed in last months newsletter. Sections 1, 2a,b,c,d, 4, 5 6b, and 6c1,2,4,5,6,7 were passed as listed in last months newsletter. 2e was ammended to read: To stimulate and sponsor a spirit of unity and comradeship among club members, and to co-operate with other clubs having similar interests. 2f was deleted. 2g was changed to read - - - Rust'N Pieces- - -. 3 was amended to read; Membership of the club shall be available to any person who is interested in supporting and promoting the objects and purposes of the club in addition to paying the annual membership dues and abiding by the constitution. 6a was changed to read - - - Rust,N Pieces. 6C3 was amended to read; Exchange newsletter with other similar interest groups as approved by the membership at a general meeting.

The final topic discussed was the appraisal of antique bikes for vintage plates. No action can be taken on this till the Government draws up the ruling pertaining to vintage plates and insurance.

The next meeting will be held on April 21, 7:30pm at the Rothmans Center, 1645 Inkster Blvd.

NEW MEMBERS

Our club has three new members this month. Please welcome them, and we hope they can attend & participate in as many club events as possible. These new members are:

Paul A Bonaime
Box 122A
Neche, North Dakota
58265

Rollie E. Cook
6 Grassinston Bay
Winnipeg, Man.
R2N 1E4 Ph. 257-4179

George Keyes
Box 627
Killarney, Man.
ROK 1GQ Ph. 523-8508

PRESIDENT'S NOTE

Well we're back again and seem to have survived another month. The Cycle 80 Show is over and done with and I think we put on a very respectable display. Hopefully we will have recruited a few new members through our efforts. I know a few of the people who maned our booth picked up leads on bikes or parts by their presence at the show. I'd like to put in a plug here for one of our advertisers, as this fellow pulled me out of a hole. I needed some welding done on one days notice and he obliged me. He did a lovely job of it too. So a Mr. Nice Guy Award to Paul Germaine.

I've written a few more letters in regards to the turnsignal legislation and I guess I ve got some more to write but all the rest of you have to write too!! I was at a meeting on March 12 and there is a new organization being formed to fight legislation oppressive to motorcyclists. It will be styled on the American ABATE Groups More on this later. Well thats all for now.

See you at the next meeting

1980 CYCLE SHOW

The 1980 Cycle Show was held on March 7,8,9 at the Convention Center. Our club, with the help & hard work, put on a display which was described by many as one of the more interesting displays at the show.

SHORT NOTICES

April 25 The MCAAC run ot Grosse Isle

April 26,27 Antique Motorcycle Club of America meet at Yankee

May 4 AMCM (Thats us) Spring Run

May 11 MMC Gypsy Run

June 1 MMC Hillclimb at La Riviere rain date June 8th

June 7,8 AMCA meet at Fort Mott, New Jersey

June 20,21,22 The 1080 CVMG Rally at Barrie, Ont

June 22 MMC Poker Run

Sept 14 AMCM (Thats us again) Corn Roast

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

The club will have these articles for sale;

Club Crests \$13.00

Corn Roast Plaques \$1.05

Extra copies of "Rust'N Pieces" .85 each

Book Binding .50 per book

If you have not received your membership card yet contact Siggi Klannat the next meeting or at the club mailbox.

CLUBS, SHOPS, PRODUCTS, INFO

Randy Maunder found a good place to get springs made up at a very reasonable cost. eg. seat springs, etc. See Peter at: HUNTER, Wire & Steel Products Ltd. 376 Bertrand Winnipeg, Man. Ph. 247-8819

A club you may be interested in:

Midwest Antique & Classic Motorcycle Club
c/o Dennis Ryan Box 421 Batavia, Illinois 60510

What would you do if you ...

Got a Flat?



Actual size
10-1/4" x 4-3/4"

Each Stop & Go Kit contains:

Two 9" steel tire irons
Enginair Tire Pump 42" hose
Enginair Fresh Air Valve & Adapters
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Hand Cleaner and Paper Towel
Full Instructions

Tube Kits contain:

(3) 1-1/4" round patches
(2) 2" round patches
(1) 1-5/8 x 3" oblong patch

Tubeless Kits contain:

Reamer/Probe Tool
Insertion Tool
(3) 2" round "on the wheel"
insertion strips
(3) permanent repair plugs
1-1/2" x 2-1/2" oval patch head
1/4" sealing stem

The "Deluxe" Tube & Tubeless Kit contains all of the above.

AVAILABLE IN WINNIPEG AT SOME BIKE SHOPS.

Set up night was on Thursday night, and the members who helped set up, were there to the wee hours of the morning. In the display were Randy Maunder's 49 AJS 350 Single, Ed Pauch's 49 Ariel 500 Twin, and Jim Simmons 69 R60 BMW with Watsonian GP Sport Sidecar. Also in our booth we displayed our club banner, crests, T shirts, newsletters, and a poster protesting the Turnsignal Legislation. We sold over 20 copies of our newsletter and met many people interested in older motorcycles.

Trophies will be given to the club members who displayed their bikes at our booth and many thanks again to the members who helped to make our display such a success.

LETTERS TO THE EDITOR

Congratulations on a super newsletter Feb.80 issue. is just great. The Antique Motorcycle Club of Manitoba is Really growing, I miss the meetings a great deal. Up here in Northern Alberta where I live, there are no other Antique Cycle Nuts around within 100 miles.

Before I ramble on too much, just a note on spares and such. I was recently in Bermuda on holidays, while there I spotted all these Bedford trucks and British Leyland cars, so I checked out Local Dealers and Parts Suppliers. I was able to buy B.S.F. (British Standard Fine) bolts and nuts from;

Bermuda Motor&Cycle Accessories Co, Ltd.

Hamilton, Bermuda

The Prices weren't bad eg. 1/4 X 1/2 B.S.F. .10each
3/8 X 1 1/2 B.S.F. .20each

I also bought a quantity of B.S.F. Taps at a very reasonable prices from;

Tools and Equipment Unlimited

P.O. Box 266 Devonshire 4

North Street, Hamilton 5

Bermuda

They also had wrenches for Whitworth & B.S.F. bolts. This information may come in handy for anyone who like me has had difficulty finding these items in Canada.

Bermuda has no large motorcycles, 100cc being largest allowed by law. I did find one Triumph Tiger Cub, original but rough shape, 150cc I think, probably early 1960 s model. Owner would not sell but stated he had offers of \$1400.00.

Just an idea for anyone traveling around. Old British Colonies might have what you want.

One side note Some of the other people in our tour thought I was nuts, but Customs in Canada sure thought I was crazy when I declared nuts, bolts and tools. To each his own.

Good restoring
J.P. Lanigan

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.

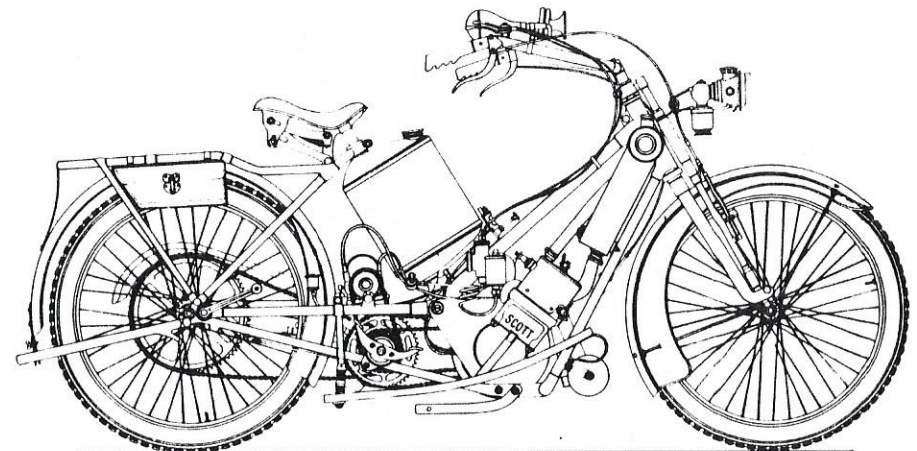
CONSTITUTIONAL RULES

7. Government

A The government of this club shall consist of an executive of members, being the President, Past President, Secretary, Treasurer, Publicity Manager, Activities Chairman, Editor, Librarian, and Property Manager.

B Officers of the A.M.C.M. shall hold office for a period of one year and shall be eligible for re-election if they can still comply with the necessary qualifications.

TY '26-28 Touring 596cc
RZ 1929 TT replica 498cc
RY 1930 TT replica 596cc
PZ 1930-32 Powerplus Replicas 498cc
PY 1930-32 Powerplus Replicas 596cc
LFZ Longstroke Flyers 498cc
LFY Longstroke Flyers 596cc
DPZ Replica 498cc Seperate heads
DPY Replica 596cc Seperate heads
GPZ Grand Prix 498cc
GPY Grand Prix 596cc
X Single cylinder
CS Suffix for Clubman Special
3S 3 cylinder motors
SP,M. Exp,TT, Special Factory Motors
DMS. MDH Engines built by Aerco Jig and Tool Co.
(M.D. Holder) 1956 and later



3 1/2 hp Scott motorcycle, 1914

IDENTIFY THAT OLD BIKE

HOW OLD IS YOUR SCOTT

The following is a general guide to the dating of Scott motorcycles, with the addition of prefix and suffixes to the engine numbers denoting engine models after 1924. It should be noted that new models were usually available after the Autumn Show and prior to the start of the calendar year. Scott frames not recorded so engine numbers are the key.

1909	508-544	1920	3964-4886
10	545-731	21	4887-5462
11	736-1040	22	5463-6229
12	1041-1585	23	6230-6781
13	1586-2172	24	6782-7525
14	2173-2832	25	7526-4817
15	2894-3398	26	8418-9655
16	3390-3419	27	9656-10096 & 0-601
17	3420-3500	28	602-1196
18	none	29	1197-2595
19	3501-3963		
1930	2596-3460	1937	4304-4479
31	3461-3682	38	4480-4697
32	3683-3841	39	4698-4800
33	3842-3905	40	4801-4817
34	3906-4059	46	4818-4915
35	4060-4165	47	4916-5174
36	4166-4303	48-50	5175-5426
		56 to present	?????

PREFIXES (after late 1924)

S	Squirrel 486cc
T	Std. Touring 582cc
Y	Std. 596cc and Super Squirrel
Z	Super Squirrel 498cc
FZ	Early 498cc Flying Squirrel
FY	Early 596cc Flying Squirrel

C The executive shall have control and management of the property and club-subject to the will of the membership.

D Funds of the club shall be withdrawn by signature of the treasurer and or president.

8. Duties of the Officers

A President:- Chief executive shall supervise the club's affairs and activities, also set up the yearly meeting dates.

B Past President:- Shall take the place of the present president if absent from any monthly meetings, as well as be responsible for recruiting nominees for the upcoming executives. Also set up the executive meeting in January and August.

C Secretary:- Shall give notice of all regular meetings and keep permanent records of the minutes of such meetings and all other documents and records that relate to club activities.

D Treasurer:- Shall collect dues payable and make sure roster forms are filled out at the time, keep books of the club, disburse funds at the direction of the executive and report at the monthly meetings the financial condition of the club. The treasurer shall have the books audited at the end of the fiscal year, the month of December.

E Publicity Manager:- Shall look after promoting and advertising in the club's interest. Also responsible for poster and art work.

F Activities Chairman:- The activities chairman can appoint one assistant to help him/her to organize activities such as games, races, trials, etc..

G Librarian:- Shall be responsible for the purchase of new books, collecting repair manuals, parts books, advertising, magazines, etc., and catalogue each item. Shall be responsible for monthly raffle to raise funds for new books, and responsible for bringing books to the meetings.

H Editor:- Shall be responsible for printing and mailing the A.M.C.M. newsletter each month. He/she is also responsible for the yearly roster, any other printed matter, and exchanging newsletters with other clubs.

I Property Manager:- Shall be responsible for all club's property such as club banner, advertisement, etc., and to bring them to any functions.

9. Other Appointed Positions

A Typist:- Shall type all information requested and required in the interest of the club.

10. Qualifications of Officers

A Shall be a member of the A.M.C.M. in good standing.

B Must be a member for over 12 months.

11. Voting for Officers

A Shall be a member of the A.M.C.M. in good standing.

B Must be a member for over six months.

A tripod is quite important for pictures of exhibits in museums and at rallies, convention halls, etc. (Always check to make sure that a tripod is permitted.) The colorful nature of the subject demands color film, of course. Kodak Ektachrome-X, Kodachrome-X and Kodacolor-X films are better to use than slower films whenever subject motion or poor light is involved. On the other hand, film of still higher speed presents a problem in taking close-ups with flash: you "run out of" small aperture! If you are taking existing light pictures by tungsten light in a museum, use Kodak High Speed Ektachrome Film, Type B (ASA 125). If the museum is illuminated predominately by daylight, it's possible that you may be able to take hand-held shots with an f/2.8 or faster lens, using Kodak High Speed Ektachrome Film, Daylight Type (ASA 160)

Do you want slides or prints? If you will need both, shoot Kodacolor-X film, it gives you color negatives from which prints or slides can be made. Incidentally, its great exposure latitude is very helpful. In any case, if your camera does not have a built in meter, you will need a separate exposure meter for this type of picture.

For those of you who want to do your own write-ups for our club publication, I personally recommend that you use a black and white film like Kodak Verichrome Pan, rated at ASA 125, however shoot it at a rating of 400 ASA and this will give us a more grainier print. Also have the prints done in a mat finish, most photo shops will print them this way if requested.

Next issue I'll go into co-operation from the bike owner and picture situation. In the final installment I shall cover Flash Technique and Picture-making with the owners co-operation

Brian Nazarko

HOW TO PHOTOGRAPH ANTIQUE MOTORCYCLES

In a recent conversation with our editor, I brought up the idea of doing a series on photographing your own antique motorcycle. Further to this, it would also come in handy for some of our members who are planning on going to the rallies in either Barrie, Ont., or Davenport, Iowa. This is a fairly deep and lengthy subject, so I will bring this project to you in three parts. The first one is in this issue and thus will be completed in time for our summer season and the afore mentioned outing.

PHOTOGRAPHIC OBJECTIVE

Applying photograph to another hobby can really be fun! Antique motorcycles offer a new challenge in colorful subject matter. Some pictures of motorcycle details are appearing in photographic salons. Who knows the handlebar may replace the steering wheel! Perhaps a related collection of pictures would be of interest to you, such as a collection of photos of different types of tank emblems. Another collection might contain pictures of as many different models and years of a certain make motorcycle as you can find - say, Indian. Perhaps you have a friend who is setting about to restore an antique motorcycle. He may not take the time to photograph his progress as he works. If you can make the necessary photographic history, both of you will value the results highly. There is also acceptance for good photographs of antique motorcycles in magazines both commercial and clubs. Slide shows on antique motorcycles can be quite popular, even with the general public.

CAMERAS, ACCESSORIES AND FILM

In the opinion of many photographers, a single-lens reflex camera in the most useful type of camera for photographing antique motorcycles, partly because of its ability to make extreme close-ups that have been accurately focused and framed. You also need close-up lenses for a really close approach. Flash (either bulb or electronic) is needed for fill-in light outdoors and for indoor shots.

"OH THATS A _____"

How did you make out on the first half of the quiz? Well, see how you do on the second half.

1. "Winner of 33TT Races" _____
2. "You'll never wear out a _____"
3. "Still a year and a half ahead" _____
4. "Built like a bridge" _____
5. "Sociable, Economical, and Light" _____
6. "Light and Quick" (In another language) _____
7. "The Garden Gate" _____
8. "Trusty _____"
9. "The Longstroke _____"
10. "The Silent Grey Fellows" _____
11. "The World s Fastest Standard Motor Cycle is the World s Fastest Motor Cycle!" _____
(Hope you can get this one Tiny)

This quiz was used by the permission of the C.V.M.G.

MARCH QUIZ ANSWERS

1. Wooler 2. Norton 3. Royal Enfield 4. Reading-Standard 5. Harley-Davidson 6. SOS 7. DOT 8. Douglas 9. Honda 10. Rudge 11. Indian 4

BIKE OF THE MONTH

MY 1934 HARLEY-DAVIDSON 30.50 "C" SINGLE by Bert Bently

It was a beautiful sunny day in May 1931. My chum "Yorky" and I were on the short bit of pavement to the west of Calgary, I was riding my 1929 Harley 45 and Yorky was on his brand new Harley 30.50 "C" Single. The road was clear of traffic so we "got down to it", flat on the tanks and opened them up, I knew my 45 wouldn't do much over 65 but Yorky's new single was an unknown quantity. We rode side by side for the five miles of pavement and finished a dead heat. At that moment I made up my mind that one day I would get one of those singles.

Years passed by and on February 9th, 1966 I called in at Tiny Robin's shop for a visit. What did I see sitting on the floor of the shop. You guessed it, a motor from a 1934 Harley "C" single. Tiny and I had a discussion and it went home in the trunk of my car, after the exchange of \$15.00.

More years passed and in the meantime I found and restored some fourteen motorcycles. Finally I retired and we decided to move into a smaller house, so I disposed of my bikes (except my Scott) and at last decided that now was the time to get to work on my Harley single. Where to start? The big singles were fitted into 45 frames and so I had to locate some 45 stuff. A friend in Regina had a 1934 frame and forks, so I make a start. It was then I discovered that the singles only used the earlier 45 frames-the later frames had a curve at the bottom of the front down tube to accommodate the generator. I took my frame down to the A.A.A.A. meet in Davenport, Iowa, in September 1978 and was able to trade with a fellow for a 1930 frame, my forks were O.K..

There was a carb. on my engine. but the float and needle, and the float chamber cover were missing. At Davenport I located a fellow who had the parts I needed. More progress.

2) Proper mounting of turn signals on earlier motorcycles may be difficult and ungainly, and the vibration common to earlier motorcycles will make reliable operation a serious maintenance problem.

3) Most of the restored motorcycles we are concerned with are used mostly during daylight hours. The Manitoba Riders Handbook suggests the use of hand signals in preference to turn signal lights during daylight hours. Therefore, even if our motorcycles were equipped with turn signals, we are advised not to rely on them for the majority of time we will be riding.

4) While a motorcycle bearing vintage plates is exempt from the regulation, many of our members owning postwar motorcycles prefer to avoid the severe operating limitations of the antique plate by purchasing the more expensive regular plate. This regulation places them in a very difficult position.

5) English motorcycles were not compelled to have lights until 1937, and as a result, have electrical systems of limited capacity, in some cases inadequate to power turn signals. You could also take example of a first world war era motorcycle which has no electrical system at all.

We believe that all motorcycles originally equipped with turn signals should certainly have them in good working order. We can also see the difficulty of enforcing a law based on this premise. Therefore we request that a cutoff date of 1969 be established and that all motorcycles produced in 1969 or prior to this date be exempt from this regulation. As the number of motorcycles on the road pre-dating 1969 is extremely small, only a small percentage of the registered motorcycles will be exempt from the regulation.

We urge you to give this matter serious consideration, and would welcome the opportunity to answer any questions you may have, or to provide any additional input you may require. We may be contacted through out post office box as per our letterhead, or you can contact me personally at my home;

Jim Simmons

If you can locate any of the parts I still need it would certainly be appreciated.

Good Motorcycling.

Bert Bently

URNSIGNAL LEGISLATION.

As you know as a club we are against the turn signal legislation. A copy of our letter of protest is given below, we have sent a copy of this letter to the Premier, Minister of Highways and Transport, Leader of the Opposition, Opposition Critic for Highways and Transport, and Registrar of Motor Vehicles.

Feb. 6, 1980

Mr. P Dygala
Registrar of Motor Vehicles
1075 Portage Ave.

RE: Regulation requiring turn
signals on all motorcycles

Dear Sir;

At its last meeting, The Antique Motorcycle Club of Manitoba voted unanimously to request an exemption from the above regulation (turn signals on all motorcycles) for motorcycles manufactured in 1969 and earlier.

We request this exemption on the basis of practical and technical considerations which we wish to draw to your attention. These are as follows;

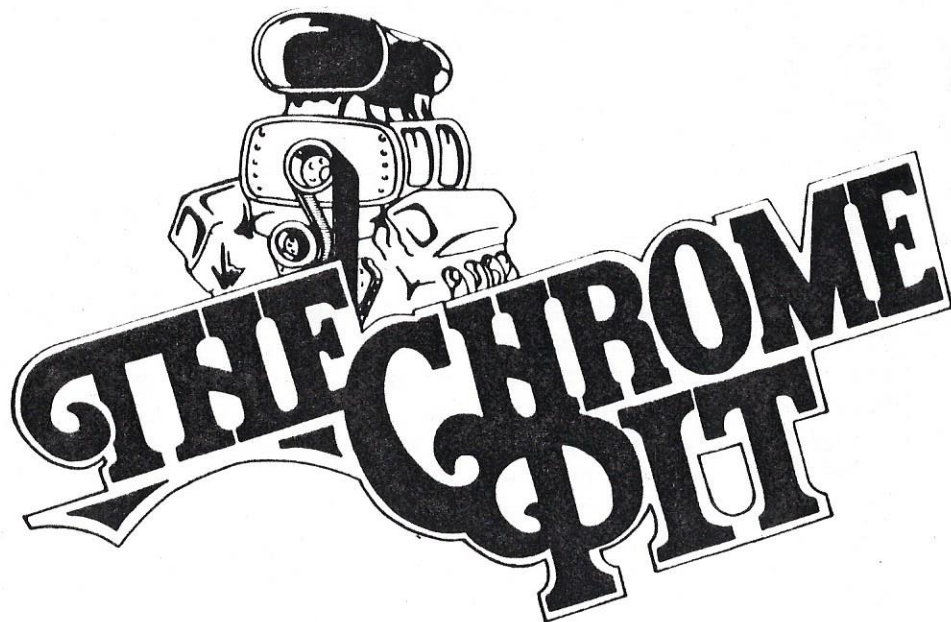
1) Some motorcycles built prior to 1969 were equipped with electrical systems, such as flywheel generators, which are not capable of powering turn signals regardless of the owners intent to comply with the regulation.

In March 1979 I heard of a Harley 45 for sale in St. Boniface. It was a 1930 and was buried in snow, but I bought it anyway as I was told it had a transmission. I had a heart attack that spring, so it was May before I got the 45 home. It was a sorry sight and the transmission and clutch were very poor. Anyway I got footboards, crash bar, rear stand, and a few other parts.

Before going to Davenport for the 1979 meet I visited Tiny and found that he had the left half tank for a 45. Told him to hold it until my return from Davenport. (Incidentally, Siggi has been with me both of my trips to Davenport). I took the remains of the 45 with me to Davenport and was able to sell everything. In return I picked up the right hand side tank, saddle, footboard support rods, headlight bracket, rear wheel, chain guard, front fork bushings and studs, Siggi had with him a front wheel hub, he carried it down and I carried it back. I had the front wheel laced up when I got home. I picked up the half tank from Tiny, put some old tires on the wheels and put the lot together. Now sitting in my garage is an "Almost" 1934 Harley "C" Single. I had a great stroke of luck. A friend in Davenport is also restoring a "C" single and had two mufflers made exactly as original. For much loot I was able to get my hand on the spare one. I still need an exhaust pipe, but I can get that made here in Winnipeg. I now require both fenders, handlebars, clutch, a good transmission (I got a good case at Davenport), headlight lens, speedometer, toolbox, rear chain guard, but time will produce all these items one by one. Incidentally Ross Metcalfe produced a good battery box frame and that is now complete.

The 1934 singles were finished in silver with red panels to the tank and fenders, quite attractive.

There have been only two Harley big singles at the Davenport meets I have attended and I know of another couple in the states. I think mine is the only one in Canada, but I could be wrong on that. There used to be one in the Harley dealers shop in Regina, but I haven't heard of it for some time.



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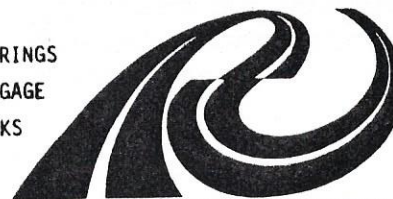
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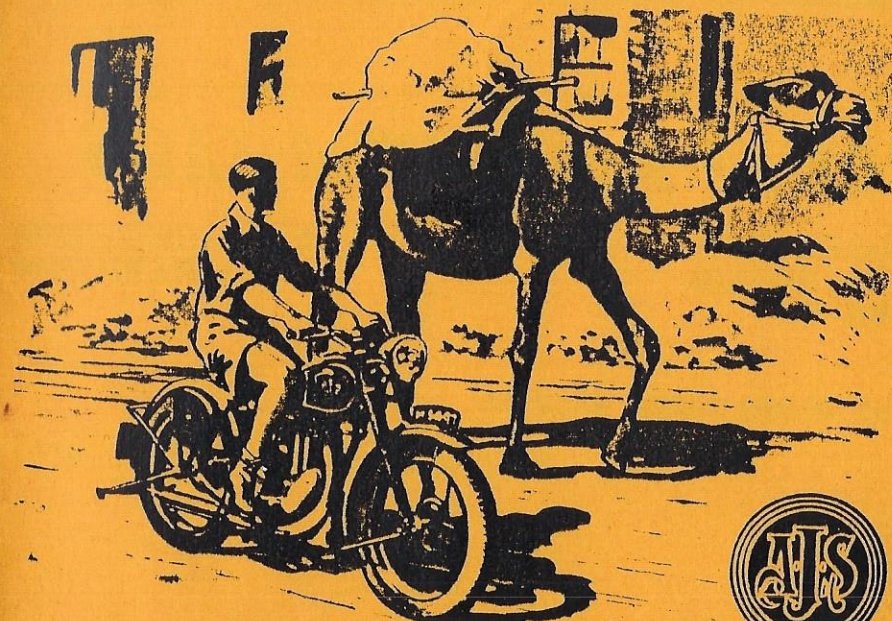
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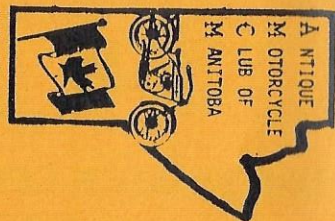
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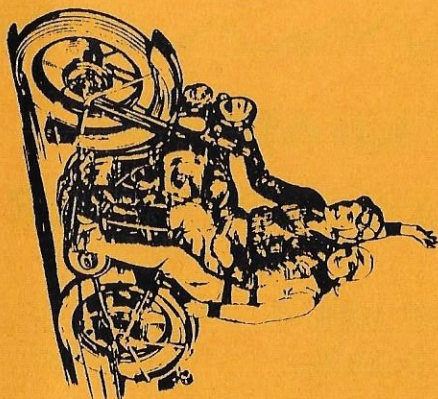
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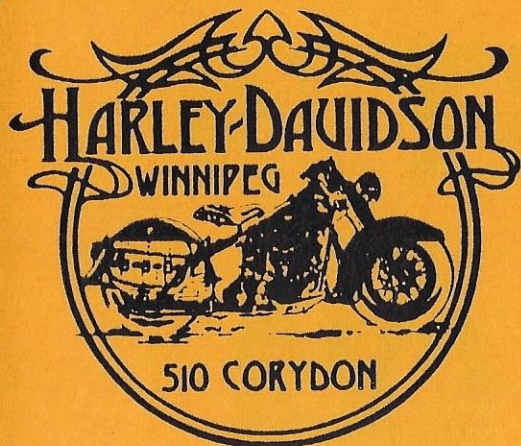
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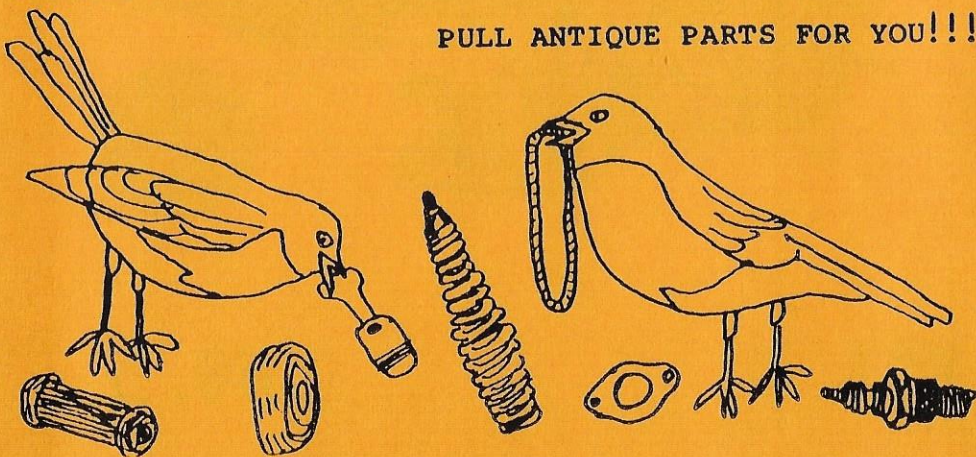
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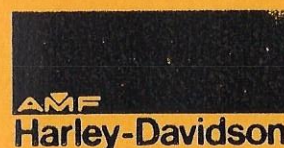
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