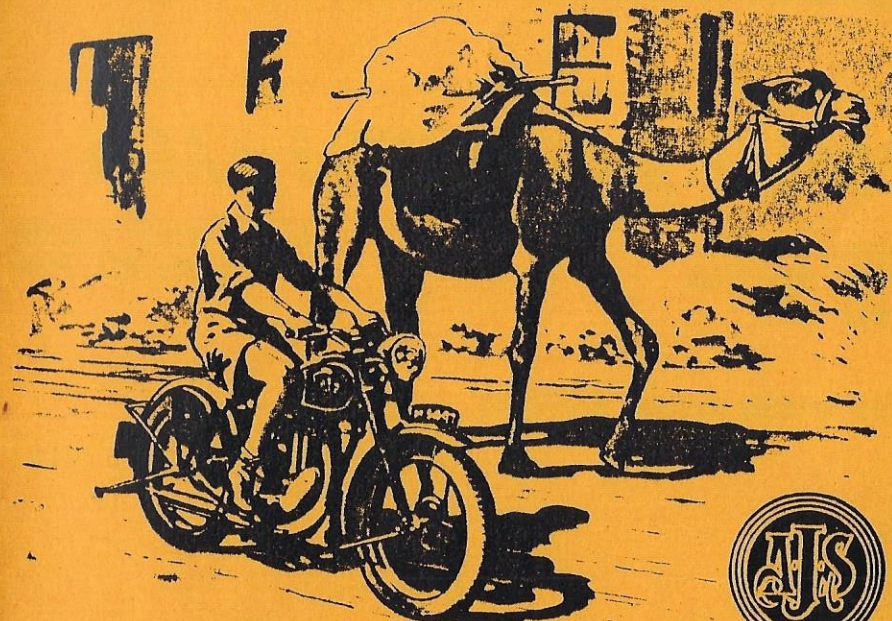


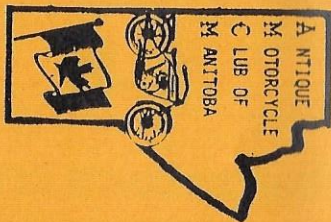
May 1980

RUST 'N PIECES



VOL. 3

NO. 5



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

TO:

Ross Metcalfe

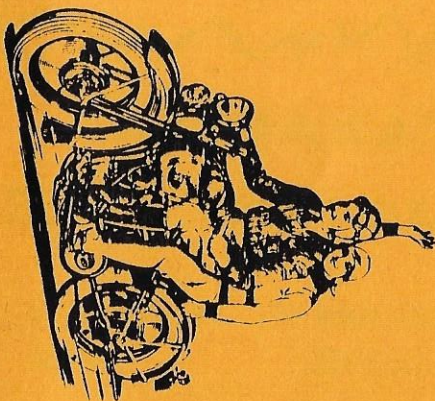
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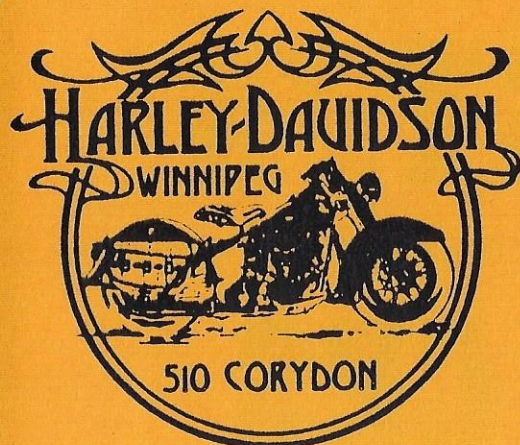
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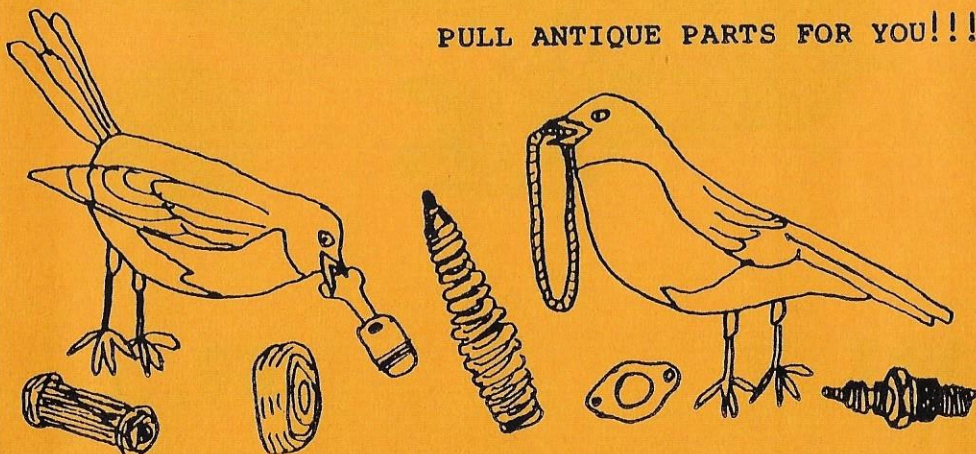
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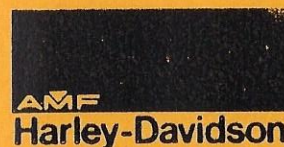
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WINNIPEG, CANADA

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

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For 1928 H. D.-J. D. Dash, Headlite, Horn, Right
Footboard and Bracket.

For 42 H. D. WLC Rear Taillites, Blackout
Shields, Rear Saddle Bag Brackets.

CONTACT: Dave Archer, 2728 Lakeview Ave., Regina,
Saskatchewan S4S 1G3

WANTED:

For 1934 Harley 45--Front and Rear Fenders, Handle
Bars and Controls, Toolbox, Speedometer, and Cable
Carrier.

CONTACT: Bert Bentley, 256 Wexford Street S. Winnipeg
Manitoba R3R 0R9. PH. (1-204-888-7818).

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:

one-inch Amal Carb. pre-monoblock type for
AJS 350 Single.

CONTACT: Randy Maunder PH. 837-1411.

OTHER CLUBS PLEASE COPY

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

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-
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CLUB PRESIDENT..... Jim Simmons (204) 633-5010
PAST PRESIDENT..... Jim Harrison LIBRARIAN..... John Choquette
SECRETARY..... Pat Choquette ACTIVITIES MANAGER..... Ray Houde
TREASURER..... Siggi Klann PUBLIC RELATIONS..... Graeme Smith

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for their support and thoughtful considerations.

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CLUB MINUTES

This months meeting was held on Apr. 21 at the Rothman's Center. Now that the nice weather is back there were a few older bikes ridden to the meeting.

Siggi, the treasurer, reported that the club has a bank balance of \$676.65. John gave the library report. For a complete run down of the library see the "Library News" in this newsletter.

Jim Simmons read the letter concerning turnsignal legislation that he received from The Minister of Highways and Transport. A copy of this letter is in this newsletter. Bert Bently reported that appraisals for vintage bikes is still up in the air.

The part of the constitution that was in last months newsletter was discussed. Here is a summary on how it will now read.

Section 7 to be called Executive instead of Gov.

7A The club executive shall consist of elected and appointed officers being.....(as in the newsletter)

7B,C,D carried

7E A quorum shall consist of 50% of the executive at an executive meeting, for the purpose of conducting necessary business.

8 to be titled Duties of Elected Officers

8A The president shall preside at all general and executive meetings of the club, preserve order and decorum and shall be guided by and enforce the Constitution and By-Laws. The President shall give the casting vote on any question, when without his vote there may be an equal division, except in the election of officers and appeals from his decision. The President sign all certificates, reports and notices requiring presidential signature to make it official. The President shall decide all questions of order, subject to appeal by the club and shall be an ex-officio member of all committees of the club also responsible for setting up General & Executive meeting dates for the year.

TRADING POST

WANTED

Literature on H-D 45 Model WLC

Literature on Pre-1969 BMW's

Round oil bath air cleaner for 1942 H-D 45

To Trade for Above

NOS cluster gears beleived to be for JD series Harley

NOS tool box H-D #3452-36 for big twin 36-39

also have some small NOS H-D parts to trade

CONTACT J. Simmons, 15 Finestone St., Wpg.Man. R2R IE3
633-5010

FOR SALE

1946 H-D 45

CONTACT Phillip Cyr, 12 Cherry St, Pine Falls, Manitoba
ROE 1MO Ph. 1-367 2643

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

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. Wpg. Man. R3J 1M2
Ph. 888-8802

SHORT NOTICES

- May 11 Manitoba Motorcycle Club (MMC) Gypsy run
May 25 The MCAAC run to Grosse Isle
June 1 MMC Hillclimb at La Riviere, rain date June 8
June 7,8 AMCA meet at Fort Mott, New Jersey
June 20,21,22 The 1980 CVMG Rally at Barrie. Ont.
June 20.21,22 The Harley Rendezvous at the Washington County Fairgrounds, Route 29, Greenwich, New York
June 22 MMC Poker Run
Sept 14 AMCM Corn Roast

The club has the following articles for sale:

Club Crests \$13.00

Corn Roast Plaques \$1.05

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

AND NOW !! The WINNERS of the A.M.C.M. SPRING RUN

CONTESTS

	<u>1st</u>	<u>2nd</u>
SPEAR THE CAN:	Rob Hatton & Wife	Multiple Tie
EGG RACE:	Dave Campbell & Friend	Ross & Kris Metcalf
EGG TOSS:	Rod & Derrick Orchard	Ross & Kris Metcalf
POTATO PICKUP:	Ross & Kris Metcalf	Ray & Ricky Houde
SLOW RACE:	Ray Houde	Tiny Robbins

8B delete last sentence

8C add " and perform such other duties as assigned by the executive."

8D add The books shall be audited by an Auditor appointed at the November meeting.

9 to be titled " Duties of Appointed Officers"

9A is 8e, 9B is 8f, 9C is 8g, 9D is 8h, 9E is 8i and add "where required" to the end. 9F is 9a in the last newsletter.

10A carried, 10B Must be a member for at least 6 months.

11A&B carried

A letter was received from the CVMG asking for a copy of our roster to set up a Cross-Canada Roster they are thinking of compiling. We will write them requesting more information before making a decision.

The Manitoba Road Racing Association invited us to stage an Antique Race or just a display at one of their meets this summer. We will investigate the possibility of a display at their Sept. 21 meet.

The next club meeting will be held on May 20 at the Rothman Center, 1645 Inkster Blvd.



NEW MEMBERS

Keith Freeman of 734 Muriel Street, Wpg. Man. (889-6626), the newest member of our club, is a BSA fan. Hopefully, our club can make Keith's restoring a little easier and alot more fun. Welcome from all of us and happy restoring.



MINISTER OF HIGHWAYS AND TRANSPORTATION

WINNIPEG, MANITOBA
R3C 0V8

March 20, 1980

Mr. Jim Simmons, President
The Antique Motorcycle Club
of Manitoba
P.O. Box 1074
WINNIPEG, Manitoba
R3C 2X4

Dear Mr. Simmons:

Thank you for your correspondence with my Department over the past several weeks.

We have reviewed your request on the cut off date for application of the new turn signal legislation and find that you have some valid concerns. These concerns are not only from the standpoint of the antique motorcycles but also some difficulties and additional expense involved in installing turn signals on even some of our later model motorcycles.

Therefore, I am in the process of amending legislation effective retroactive to April 1, 1980 exempting all motorcycles registered in the Province of vintage year of 1974 and earlier. This will have our Manitoba legislation comply with the Federal legislation, which require motorcycles 1975 and on, to be equipped with turn signals.

The process of the adoption of this amendment is to be by normal course in the legislature and will not be official law by April 1, 1980 hence the need to make the amendment retroactive.

I trust the foregoing will allay any concerns you and your many friends in the motorcycling public may have had.

Thank you kindly for bringing this concern to my attention.

Yours truly,

Donald W. Orchard,
Minister

c.c. Premier Lyon

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Pistons and sleeves for most vintage and modern bikes, also to Spec. Reasonable prices, info from:

Arlette, P.O. Box 38771, Houston, Texas 77088

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Walter Miller
315 Wedgewood Terr.
Dewitt, N.Y. 13214

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The tires are 4 ply construction and of top quality manufacture. The large wings eliminate the need for flaps. Price will be \$60.00 per tire. Contact: Bob Ruf, 2450 S. Curry St., Carson City, NV 89701, Ph. (702) 882-8600

Ariel owners of North America (AONA)

c/o David Munday, 131 Lange, Troy, MI 48098
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Vintage Motor Bike Club (UBMC)

600 Edith Avenue, Findlay, Ohio 45840
Dues \$8/yr. \$3¹/₂yr. Quarterly Newsletter

APRIL QUIZ ANSWERS

- 1.Norton 2.Indian Scout 3.Brough Superior 4.Francis-Barnett 5.Seal 6.Levis 7.Norton 8.Triumph 9.Sunbeam 10.Harley Davidson 11. Vincent

		RIGID	SPRING
	Engine	Frame	
<u>1939</u>			
250	AE	M	-
350	BE	XG	BX
500/600	CE	XG	BX
600 4F	EE	P	AX
1000 4F			
4H	DE	P	AX
<u>1940</u>			
250	AH	M	-
350	BH	XG	BX
500/550	CH	XG	B
600 4F	EH	P	AX
1000 4G			
4H	DH	P	AX

LIBRARY NEWS

First I would like to thank those who donated books at the last few meetings. Brian Nazarko donated Ride It The Complete Book of Motorcycle Touring. Dave Campbell has come up with 15 Honda parts manuals for Honda 50s to 350s, from 1964 to 73. A big thanks for all the books donated.

Iron Horse April 80 is in the library with an article on the 1929 Model B Ariel. Easy Rider April 80 has been put in the library. It contains an article on three Panheads, a 48 EL, 49 FL, and a 54 FLF.

I have donated the Castrol Book of Motorcycle Care. and Intellegent Motorcycling to the library.

The Triumph Story has finally arrived. There are four new books on order. They are The Golden Age of Fours, AJS The History of a Great Motorcycle, and two Vincent Books: Vincent-HRD Motorcycles 1947-55 and The Vincent HRD Story.

Well that about sums it up, see you at the next meeting.

John

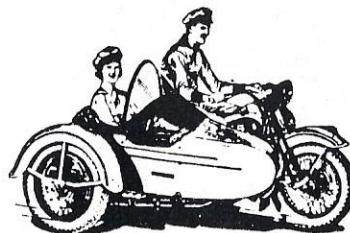
PRESIDENTS NOTE

Well at last it's riding weather again. The deadlines for publication mean that I have to write this a long time before you read it and it stretches my meager imagination to the limit to think what topics will be current at the time you read this. So don't be too surprised if things in this column sometimes seem a little out of sinc with what's really happening.

Speaking of riding weather I hope to see a few more Club bikes out at our functions this year. I hope we may see some later models join our club. By later models I mean early sixties. There was an article in one of the cycle mags a few months ago about a 1962 Honda Benley They called it a "Time Machine". Think about it! Where were you when you saw your first Honda Benley. I remember, do you? If you can remember, I think you will find your world was probably a little or maybe a lot different then. It seems like a prudent time to shop around for one of these late models from the "Motorcycling Revolution" if they strike a chord in you. With our ever present inflation I guess they'll never be this cheap again.

The spring run is over by now and I hope Mother Nature was in good humour again this year and we had another successful afternoon. I would like to say Mother Nature favours us but that would surely be inviting disaster so I'll have my fingers crossed and leave it at that.

We'll see you at the next meeting



CONSTITUTIONAL RULES

5. A by-law may be changed, created, suspended or destroyed if carried by a majority of 75% of the total membership present, provided that written notice of the proposed amendment have been noted in the previous A.M.C.M. newsletter, but also must be made up of 15 members in good standing.

6. Only the president, Treasurer, and Editor shall have the keys to the psot office box and be responsible to distribute the mail to whom it concerns.

7. Membership cards shall be given only to members in good standing.

12. Elections

A Shall be held during the first meeting in December.

B Shall be by closed ballot.

C The executive will take office as of January of the next year and will hold that office for a period of one year.

13. Amendments

This constitution may be amended by a 75% vote of the members present at any regular meeting provided that written notice of the proposed amendments have been noted in the previous A.M.C.M. newsletter, but also must be made up of 15 members in good standing.

14. Honorary Members

A Honorary membership shall be presented to a person who in the opinion of the A.M.C.M. have distinguished themselves in promoting the cause of Classic and Antiwue motorcycling or who have rendered conspicuous service to the A.M.C.M.

1932

250

E or J

B or D

350

B

B

VB, VG, VH

C

C or D

SB, SG

D

D

4F 500

R

T or D

4F 600

T

T

1933

250

DA

Y

350

BA

Y

500/550

CA

Y

4F 600

TA

Y

1934

250

EA

Y

350

FA

Y

500/550

GA

Y

4F 600

UA

Y

1935

250

HA

Y

350

JA

Y

500

KA

Y

4F 600

WA

Y

1936

250

AB

F

350

BB

F

500

CB

F

4F 600

XB

Y

1937

250

AC

XF

350

BC

XF

500

CC

XF

1000 4G

DC

CP

600 4G

EC

CP

1938

250

AD

XG

350

BD

XG

500/550

CD

XG

1000 4G

DD

P

It actually began to look like a motorcycle again as wheels and fenders were mounted on the frame. A wiring loom was made up and installed, and lights and hardware were mounted. A spare Royal Enfeild speedo cable fits just fine. A speedo picked up from Ed Pauch was refurbished and looks just great up front. Fender stays were fabricated and oods and ends were cleaned up and finally after 2½ years three kicks and away it went. Needless to say, this was a grand moment. Since this time a few refinements have taken place. Jim Harrison very kindly came up with a much better solo saddle which I re-sprung and installed with the cover from this other saddle. A leak in the gas tank was a straightforward repair, however, a generator that refused to work had me scratching my head for a while. Now if I can just stop the primary chain case leaking, I'll have it made.

April 1st should see some plates on it and its first outing. Had I it all to do again undoubtably I would have done a few things differently. I suppose experience is the best teacher. I rebuilt this bike with riding in mind and as a result it is hardly a show bike, however, I am looking forward to many fun miles in the saddle and should hopefully be showing up at all the meetings mounted on a "proper" bike.

IDENTIFY THAT OLD BIKE

ARIEL ENGINE AND FRAME NUMBERS FROM 1930 to 1940

	Engine	Frame
<u>1930</u>		
500/550	K	K
250	M	L
<u>1931</u>		
250	J	J
350	A	J
VB or VF	N	N or K
SB, SF, SG	S	S
4F 600	R	R

- B Honorary membership shall be regarded as permanent.
- C Honorary membership shall entitle the holder to attend club meetings, wear the official club T-shirt and crest, and to offer suggestions for the betterment of the club, but not to vote or hold office.

15. Associated Membership

- A Any spouse is automatically included in the club, provided his/her partner holds a membership.
- B The spouse has all rights that paying members have, permits them to share all club activities except that he or she cannot vote, cannot hold elected position on the executive committee, but can be elected for any appointed position.

16. Dissolution

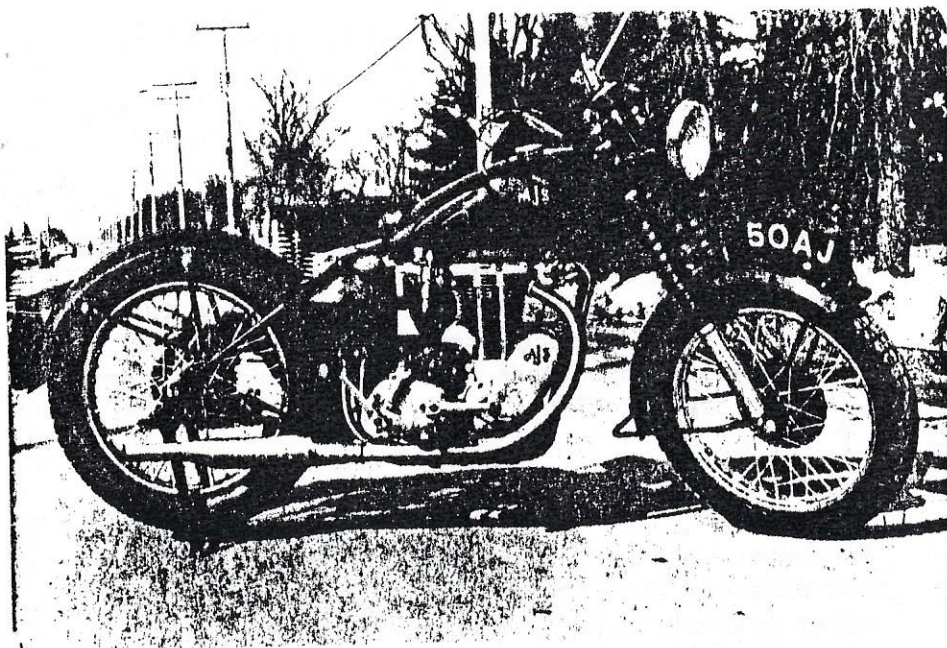
- A The A.M.C.M. may be dissolved by a resolution of the general membership of which special notice has been given. Such a resolution shall not be effective unless supported by 100% of the total membership present.
- B If a resolution for dissolution be duly passed by the general membership, the officers shall forthwith liquidate the arrears of the A.M.C.M. and, if there be any surplus of these assets, on realization, these shall be given to a charitable organization.

BY-LAWS

1. No member shall willfully deface, destroy, or otherwise mark any club property or contents in any meeting or activity site under penalty of immediate replacement of the same, credit for which will not be permitted in the club's books. Failure to do so brings an immediate suspension. The same penalty will be used on any members found taking or removing any club property without the permission of the executive.

2. Intoxicating liquors or drugs of any description shall not be allowed in any club meeting at any time, in any shape or form, for any purpose whatsoever. A member under the influence of alcohol or drugs may be asked to leave the meeting.
3. Any member accused of dishonest or unfair practices or dealings in connection with the club or injuring the reputation of the club, if found guilty, after full investigation by the executive, said executive, shall make recommendation to the general meeting, which by a vote of a 75% majority, may expel said member.
4. Method of voting shall be by show of hands unless a member requests closed ballot.

BIKE OF THE MONTH



1949



but as I knew of no replacement (not being a club member or knowing of the club at this time), I made the bushings oversize and a snug fit on the shaft. The clutch was in quite good condition so was a straight-forward clean up and assembly.

This completed the more interesting part of the job and so the tedious tasks such as wheels and frame had to be done.

I made the grave mistake of having the 15 layers of paint on the frame stripped in a hot tank. This was proven later when caustic seeped out of the frame joints and ends and continued to remove paint for some months after. This was cured by sandblasting and drying out the frame, after which it was painted again.

The wheels were stripped down and the spokes were cleaned and cadmium plated, which did a nice job. The rims were very badly rusted and since the cost of plating was so high and the rims were somewhat bent as well, I decided to have a look around for some used rims. I eventually came up with one new and one good used rim, which turned out to be not so good as I found out later.

Of course I neglected to make careful notes of the spoke pattern (some people never learn) and as a result laced up the wheels about five times being unable to get the last six or so spokes in. Eventually this was corrected and the wheels looked fine assembled. The brakes were relined and new wheel bearings installed.

On a trip to England the next fall I was very fortunate to find a front and rear fender for the bike along with other sundry bits such as foot rests and gaskets. There was some delay after this due to redecorating our home for sale and a move to Charleswood in June. My first son arrival in the fall also kept us hopping.

Work began in earnest after this and things finally began to take shape. Numerous trips to see Tiny came up with many odds and ends I needed such as a splendid set of knee pads, a horn, toolbox, and ammeter to name a few. This really was a big help.

It was the usual collection of missing fasteners, stripped threads, wire and good luck holding it together. The crankcase was held together with 1/4" carriage bolts! I gave up the idea of a straight repair and refurbish since it was painfully obvious it would be necessary to strip it right down. In my enthusiasm for the project, I removed the engine carefully omitting to make any diagrams to make assembly easy, much to my regret later. I had it reduced to a pile of bits in short order.

I then stripped down the motor, which I now think is probably the wrong order as doing the motor must be the most pleasurable part of the long job ahead. I soon discovered that one could not possibly get 500cc out of a bore and stroke of 69 x 93 mm and as a result found I had a 350cc. The big end was in good condition as well as the bore and piston necessitating only a deglaze and new rings. I thought finding rings may prove a problem, but the bore was the same as some model of BSA and so half a set for a twin gave me what I needed. New ball races were easy to obtain, but the timing side bush was another story. There was a total of seven bushings needed between the engine and gearbox. I very carefully machined these out of the wrong material and as a result had a shiny collection of yellow brass bushings which to my chagrin were useless. Upon obtaining the correct material I started anew and finally had what I needed. Timing gears and cams fortunately proved to be quite decent and were used as is. The valves and seats were ground and new steel tubes and bushes were made for the rocker shafts. The head was assembled and was ready for fitting. This completed the engine.

The gearbox was stripped down and fortunately the gears and shafts proved to be in good order, although the wear on the bushings was considerable. It surprises me the gears were in such good condition after it was run with such poor bushings. This bike was certainly no pampered pet! The output shaft was worn somewhat

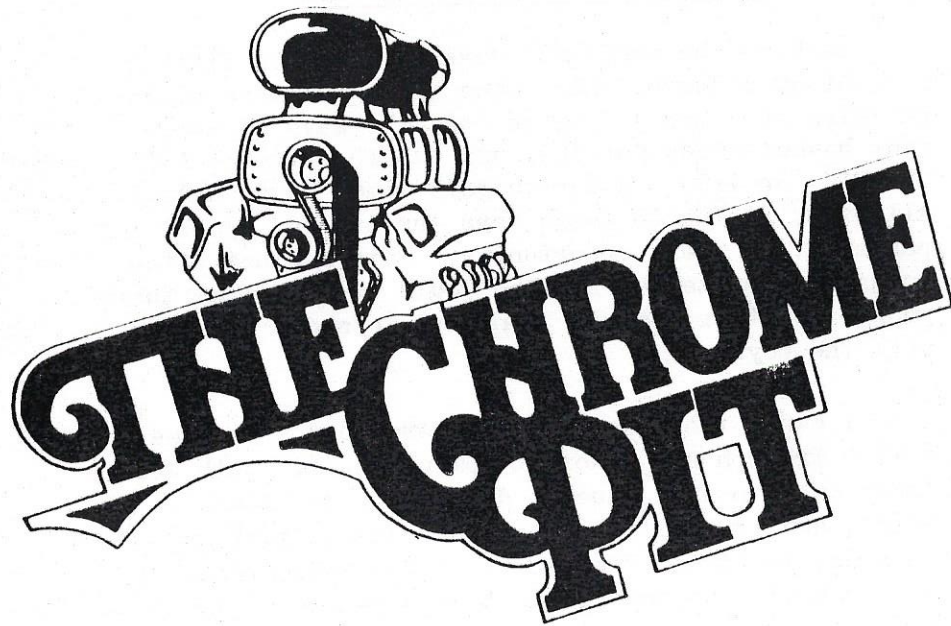
RANDY MAUNDER AND HIS 1950 AJ5

Back in the wonderful days of the late fifties, both of my older brothers were riding various bikes (British of course). These were the days of Square four basket cases for \$50. and superb original AJ5 18 MS's for \$150. Unfortunately times have changed. All of my riding in those days was limited to pillion passenger at every opportunity. This was not often enough for my taste, but who would want to take there younger brother down to "Connies" to shoot the shit with the boys?

I owned two bikes before I ever had a license, a T100 Triumph and a Norton Dominator 88. Both were taken away however, due to disrupting my "school-work", and it still seems strange that I lost my interest in bikes after this. A few years later at high school I deduced it must be more fun in the back seat of a car than on the pillion of a bike and as a result all of my transport from that time on was always of the four wheel variety. However, one must come to there senses sooner or later and so the plot thickens!

A few years ago, when rooting around out in the lane changing oil in my four wheeled monster or some such odious task, I was chatting with my neighbour. I had noticed the bike beside his garage and had dismissed it as a Yamaha or some other such tin work. Upon finding out it was an AJ!- I had always remembered the glowing terms my brother always used when talking about his AJ (although he never did mention changing a generator). A deal was struck and I became the proud owner of what I thought was a good looking 500cc AJ5 single. Actually, let's be honest, it was a grotty, leaf-mould covered, bobbed fender, high rise bar, botched, bent, etc., 350cc rigid frame 1950 AJ5 16M. I suppose beauty is in the eye of the beholder.

The chap I got it from stopped riding it because of "every time I rode it something fell off". Upon closer inspection it was only too obvious why something was always falling off.



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