

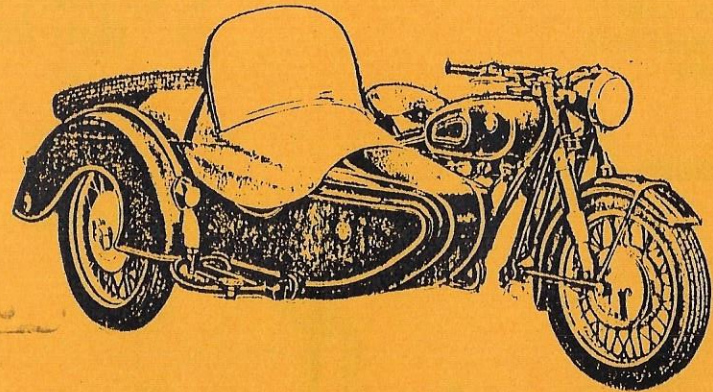
JULY 1980

RUST 'N PIECES



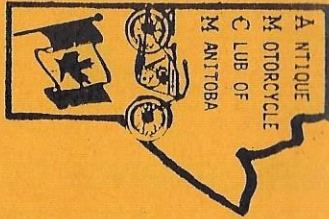
Here's the ...

R 60
Touring-sport
600 c.c. 28 hp.
with BMW "Spezial"
oscillating axle sidecar



VOL. 3

NO. 7



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

TO: MR. R. METCALFE.

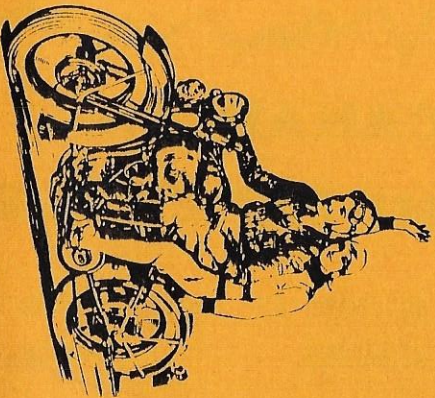
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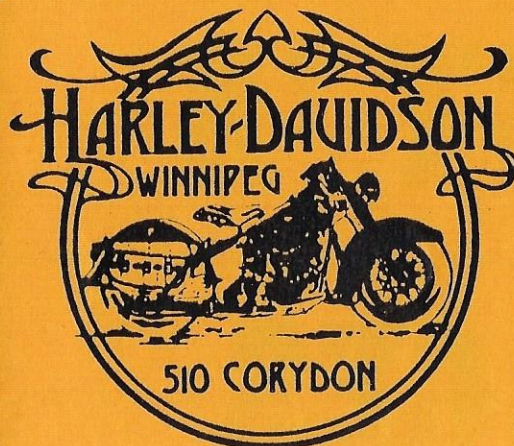
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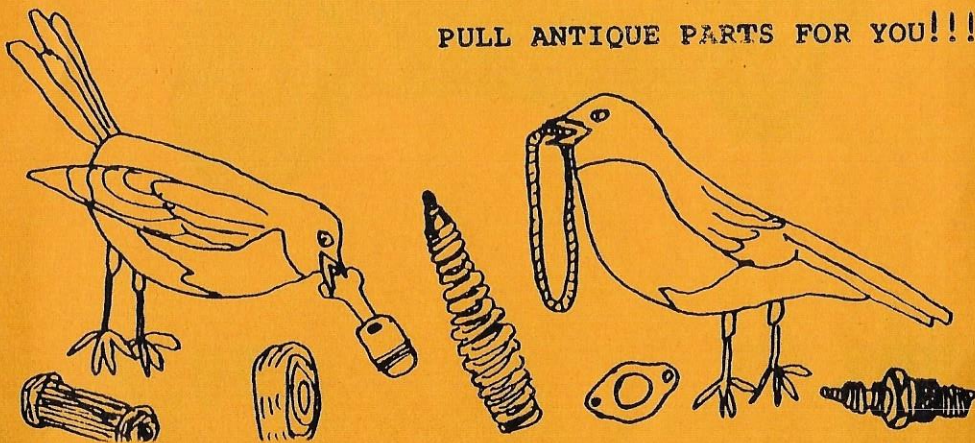
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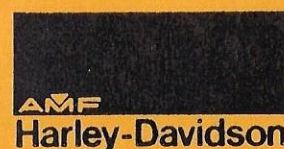
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981 MAIN ST. PH: 582-4130
WINNIPEG, CANADA

WANTED FOR A 1943 HARLEY "45" Headlight lens and ring
 FOR A 1913 INDIAN BOARD TRACK RACER racing
 handlebars, complete clutch assy, saddle, rear stand
Contact Ross Metcalfe, 415 Montrose St. Wpg. Man R3M 3M2
 Ph 284-3717

WANTED FOR A PRE-WAR H.D. "45" points cover, tail
 light, tool box
Contact Ron Munt Ph 888-8802

FOR SALE OR TRADE FOR WHIZZER PARTS
 1-1935 XO 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. Wpg. Man Ph 253-1225

WANTED FOR H.D. "45" Main section civilian rear fender
 frame. round oil bath air cleaner
 Literature for pre 69 BMWs

FOR SALE Genuine HD wrenches:
 11815-35 wheel lug \$3.00
 11804X 1/2 X 9/16 X 7/16 HEX \$2.00
 11814-35 1 3/4 X 3/4 \$1.00
 12645-29 flywheel nut \$3.00

FOR TRADE
 N.O.S. Tool box 3452-36, fits 1936-39 big twin
Contact Jim Simmons, 15 Finestone St. Wpg. Man 633-5010

OTHER CLUB PLEASE COPY

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

Contents

CLUB MINUTES	4
NEW MEMBERS	5
PRESIDENTS NOTE	5
EDITORS NOTE	6
LETTERS TO THE EDITOR	7
THE WAY IT USED TO BE	8
THE 1980 "CVME" RALLY	12
BIKE OF THE MONTH	13
IDETIFIE THAT OLD BIKE	15
SHORT NOTICES	16
TRADING POST	17

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

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CLUB MINUTES

The June meeting was held on the evening of the 16th. A good crowd turned out for what was to be a meeting that was short on business but long on visiting and bike talk.

It was reported that the club has approximately \$480 in the kitty and club crest transfers should be ready soon.

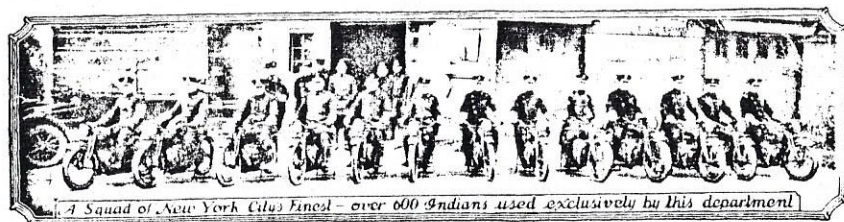
Members of the Manitoba Road Racing Club were in attendance to see if we were going to attend their race on Sept. 21. At least five members indicated they were going to attend.

We have had some correspondence with the Canadian Vintage Motorcycle Group to see if we could exchange rosters with them for all members of each club. We decided that we could not afford such a proposal and we will exchange a roster and newsletters with them if they will reciprocate. Since then they have indicated that they would.

The Altona Gretna Optimist Club invited club members to enter their bikes in their Autorama on July 26, 1980. Entry fee is \$5.00 and prizes will be awarded. For more information phone Bruce Neufeld at 324-5935 (days) or Ed Letkeman at 324-8585 (after 6).

The meeting was adjourned and Jim Simmons showed us slides of his trip to Sturgis for our entertainment.

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



TRADING POST

FOR SALE 1941 INDIAN SCOUT

Apart, many many extras. Honda pistons and Chief flywheels make it 57 CID \$800 American Pre 1915 parts taken on trade

Contact Dan Sharp. 819 "C" St. Coeur d' Alene, Idaho 83814

WANTED FOR A 1960 Matchless G80CS

A stock rear fender, a stock seat, a right side cover for the battery and air cleaner, an air filter connector (carburetor is a monobloc #389/97) Stock fender mount for under the seat. (bolts onto each side of the frame) Also a 1968 G80CS or G80TCS in restorable condition

Contact James Reid, Box 1165, Port McNeill, B.C. V0N2R0

WANTED Leather Jacket, Size 46 with 36" sleeves

Good condition (both sleeves attached)

Contact Ed Pauch, 118 Sunnyside Blvd. Wpg. Man 832-0255

WANTED FOR A 1953 TRIUMPH TROPHY

Main stand, headlamp, gauges, solo seat and springs gas tank, exhaust pipes, fork tube covers, also fork tube covers for a 1947 Triumph

Contact Rollie Cook, 6 Grasington Bay, Wpg. Man R2N 1E4 Ph. 257-4179

FOR SALE 1 only 98% complete 67 BSA Lightning

Fresh motor. Started 2nd kick, Needs good cleaning, Has to go!!! What Offers???

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 HD stock and custom parts

Contact G. Smith 222 Brooklyn St. Wpg. Man 888-8802

SHORT NOTICES

- July 12,13 AMCA meet at Medina (Lafayette) Ohio
- July 26 Altona Gretna Optimist Club Outdoor Autorama
See club min. for more details
- Aug. 4-10 Sturgis Rally, Sturgis S. Dakota
- Aug. 16,17 AMCA meet at Scenectady, New York
- Sept. 6,7 AMCA meet at Davenport, Iowa
- Sept. 13 AMCM Corn Roast Watch this newsletter
in the future for more details
- Sept. 21 Vintage Road Race and Display at Gimli, Man.

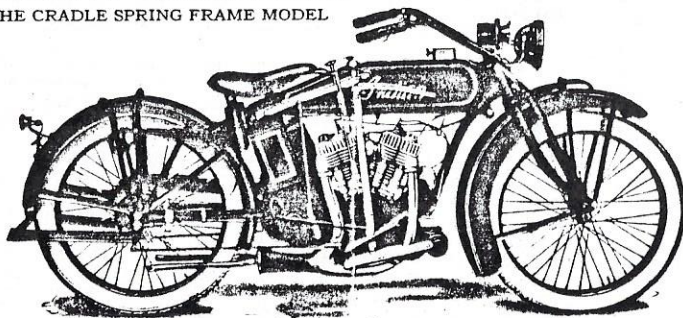
Dates for our club meetings for the remainder of the year are as follows:

July 21, Aug 18, Sept. 15, Oct. 27,
Nov. 17, Dec. 15

Mark these dates on your calander so you don't miss them.

Indian Standard

THE CRADLE SPRING FRAME MODEL



Now in its eleventh consecutive year of popular approval the old standby, INDIAN STANDARD Cradle Spring Frame model maintains its place as a powerful, safe, clean limbed model of big time stability.

There's not a corner of the world where motorcycles are ridden that the famous Cradle Spring Frame model has not earned and held the unwavering appreciation of its exponents. There is no rider or dealer who is not thoroughly conversant with its ability to absorb the shocks of rough, rutty, rocky roads and prolong the life of the machine of which it is such an integral part.

NEW MEMBERS

Don Bell, #7-874 Alverstone St., Wpg. Man and Ken Smythe, 437 Queen St., Wpg. Man. have joined our clob this month. Don is a Harley buff and is restoring a 37 HD 74, Ken has some BMW blood in his veins and has a 1956 R26 single and a 74 R90/6. Also Dan Sharp dropped us a line saying he has moved to: 819 "C" St. Coeur d' Alene, Idaho 83814.

We welcome these new members and are also glad to see our other members stick with us no matter were they travel to.

PRESIDENT'S NOTE

Well when you read this I'll be away on holidays enjoying the scenery and maybe even sneaking in a little time for parts hunting now and again. Nothing like combining pleasure with pleasure. We have had members attend the Canadian Vintage Motorcycle Group meet at Barrie, Ontario and the American Motorcycle Club of America meet at Lemar, Iowa in June. Hopefully there were lots of pictures taken so that we can coax the fellows into bringing them out to a meeting during the cold winter months.

I don't know about you but I don't seem to be making a lot of progress on my own bike at the moment I'm in the parts gathering process to assemble my motor and it gets a little depressing because I can't really see the progress I'm making. I hope things will pick up after holidays. It would be really nice to get my engine together before fall. In talking to some of our other members I find that we should have some "new" club bikes out in time for the Corn Roast. I always find it encouraging to see someone else get their bike back on the road. With any luck next year will be my turn. Well I'll sign off for now and hope to see you at the August meeting.

EDITOR'S NOTE

This is my first note in this newsletter and some members may like it and others not but let's all work together to improve our club.

After attending another clubs rally and talking to others who have attended various other events & rallies I can see what other clubs can do with members hard work and planning.

Our club is a small one but we could have more runs and events if we pull up our socks and plan. Summer is almost half over and how many runs have we had? On our spring run how many old bikes were there, I know of more than one old mount that wasn't brought out. How about a club run out to the museum at Carman? How about some events to raise money for the club, just how far will the \$500 in our bank account really go! Our corn roast is coming up, let's plan and put alot of work in it to make it a run to remember. Also how about the road race on Sept 21. Unless we plan and you plan to attend & bring out your bike this event will most likely flop. If we work on this one we could possibly start up something that would become a yearly event that would draw other people with vintage bikes from other cities and clubs. Just think about it!! In this part of the world there is a long winter. Let us plan something to help the winter pass and keep biking fresh in our minds.

Most of all lets remember what we joined the club for, to restore bikes, meet other people who share the same interests. Lets help each other out as much as we can and not let our club get a reputation of having members who steal other members part and bike sources and high profiteering.

I would like to thank those who have given so much help and time to me in publishing this newsletter and hope to work with you all in the future for the betterment of the club.

This club is a good one, lets make a great one.

Bob Hatton, Editor

IDENTIFY THAT OLD BIKE

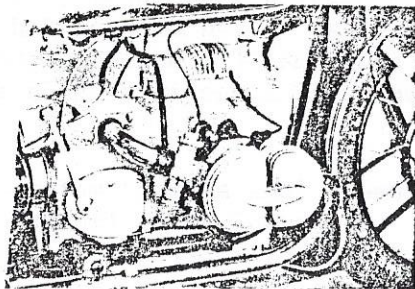
A. COMPREHENSIVE INVENTORY OF BMW MOTORCYCLE PRODUCTION

DATES	MODEL	ENGINE			COMP. RATIO	SUSPENSION			ENGINE NUMBERS
		TYPE	HP	RPM		FRONT	REAR	FRAME	
1923-26	R32	500 SV	8 1/2	3,300		Leaf	RI	ET	31 000 - 34 100
1925-26	R37	500 OHV	16	4,000		Leaf	RI	ET	35 001 - 35 175
1925-27	R39	250 OHV	6 1/2	4,000		Leaf	RI	ET	36 000 - 36 900
1926-28	R42	500 SV	12	3,400		Leaf	RI	ET	40 001 - 46 999
1927-28	R47	500 OHV	18	4,000		Leaf	RI	ET	34 201 - 35 999
1928-29	R52	500 SV	12	3,400		Leaf	RI	ET	47 000 - 60 000
1928-30	R57	500 OHV	18	4,000		Leaf	RI	ET	70 001 - 75 000
1928-29	R62	750 SV	18	3,400		Leaf	RI	ET	60 001 - 65 000
1928-29	R63	750 OHV	24	4,000		Leaf	RI	ET	75 001 - 76 000
1929-30	R11s1	750 SV	18	3,400		Leaf	RI	Star	60 001 - 65 000
1930-31	R11s2	750 SV	18	3,400		Leaf	RI	Star	65 001 - 66 900
1931-32	R11s3	750 SV	18	3,400		Leaf	RI	Star	67 500 - 68 751
1932-33	R11s3+	750 SV	18	3,400		Leaf	RI	Star	68 752 - 68 920
1933	R11s4	750 SV	18	3,400		Leaf	RI	Star	69 001 - 70 122
1934	R11s5	750 SV	20	4,000		Leaf	RI	Star	70 123 - 73 984
1929-30	R16s1	750 OHV	25	4,000		Leaf	RI	Star	75 001 - 76 000
1930-32	R16s2	750 OHV	25	4,000		Leaf	RI	Star	76 001 - 76 700
1932	R16s3	750 OHV	33	4,000		Leaf	RI	Star	
1933	R16s4	750 OHV	33	4,000		Leaf	RI	Star	76 701 - 76 851
1934	R16s5	750 OHV	33	4,000		Leaf	RI	Star	76 852 - 76 953
1931	R2s1	200 OHV	6	3,500	6.0	Leaf	RI	Star	15 000 - 19 260
1932	R2s2	200 OHV	6	3,500		Leaf	RI	Star	4 261 - 6 276
1933	R2s2-33	200 OHV	6	-----		Leaf	RI	Star	6 277 - 8 113
1934	R2s3	200 OHV	8	-----		Leaf	RI	Star	8 114 - 10 201
1935	R2s4	200 OHV	8	-----		Leaf	RI	Star	10 202 - 12 901
1936	R2s5	200 OHV	8	-----		Leaf	RI	Star	12 902 - 14 816
1936	R3	300 OHV	11	4,200		Leaf	RI	Star	106 001 -
1932	R4s1	400 OHV	12	4,200		Leaf	RI	Star	80 001 - 81 110
1933	R4s2	400 OHV	12	4,200		Leaf	RI	Star	81 111 - 82 838
1934	R4s3	400 OHV	12	4,200		Leaf	RI	Star	82 839 - 86 563
1935	R4s4	400 OHV	14	4,200		Leaf	RI	Star	86 601 - 90 250
1936	R4s5	400 OHV	14	4,200		Leaf	RI	Star	90 251 - 95 280
1937-40	R35	350 OHV	14	4,500	5.4	Leaf	RI	Star	300 001 - 315 387
1935-40	R12	750 SV	18	3,500	5.0	Tel	RI	Star	501 - 24 199
1937-40	R12	750 SV	20	4,300	5.2	Tel	RI	Star	(Within above)
1941	R12	750 SV	18	3,500	5.0	Tel	RI	Star	25 001 - 37 161
1935-37	R17	750 OHV	33	4,500	6.5	Tel	RI	Star	77 001 - 77 436
1937-38	R20	200 OHV	8	5,400	6.0	Tel	RI	DLT	100 001 - 105 004
1938-41	R23	250 OHV	10	5,400	6.0	Tel	RI	DLT	106 001 - 114 021
1936-37	R5	500 OHV	24	5,500	6.7	Tel	RI	DLT	8 001 - 9 503
1937	R6	600 SV	18	4,800	6.0	Tel	RI	DLT	600 001 - 601 850
1937-40	R51	500 OHV	24	5,800	6.7	Tel	Pgr	DLT	503 001 - 506 172
1937-41	R61	600 SV	18	4,800	5.6/5.8	Tel	Pgr	DLT	603 001 - 606 080
1937-40	R66	600 OHV	30	5,700	6.3	Tel	Pgr	DLT	660 001 - 661 629
1941	R66	600 OHV	30	5,700	6.3	Tel	Pgr	DLT	662 001 - 662 039
1938-39	R71	750 SV	22	4,900	5.4	Tel	Par	DLT	700 005 - 702 200
1941	R71	750 SV	22	4,900	5.6	Tel	Pgr	DLT	703 001 - 703 511
1941-45	R75	750 OHV	26	4,400	5.6/5.8	Tel	RI	DLT	750 001 - ??? ???

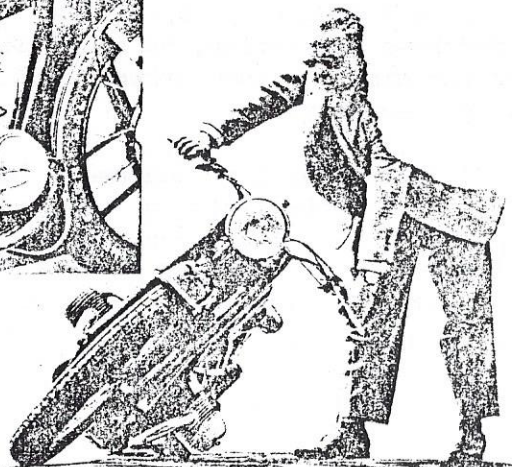
Last summer, in '79, we took the bike to the National BMW Rally in Brainerd, Minnesota and we came home with a beautiful plaque for the oldest BMW ridden to the rally.

It was worth all the effort I put into the project.

Bernie Janzen



Opposed twin-cylinder engine of new German cycle, above, has dual carburetors. Note auxiliary hand gearshift supplementing foot control. At right, man shows cycle could bank to 45° angle with clearance between cylinder head and road.

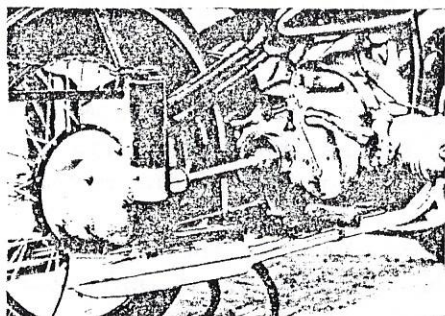


U.S. Gets New German Motorcycles

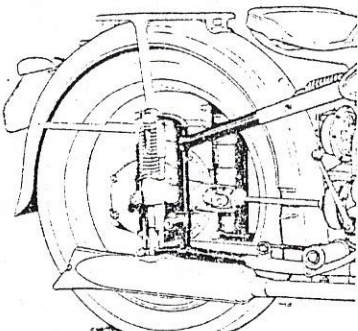
POSTWAR motorcycles are arriving for sale in this country from the American Zone in Germany. The Bavarian Motor Works of Munich, which produced the standard German army motorcycle, now offers U.S. enthusiasts a 30.51 cu. in. twin-cylinder sports model and a 15.25 cu. in. single-cylinder touring model. Both feature shaft drive, coil ignition, rear-wheel suspension, and transmission integral with engine housing.

The new BMW twin, pictured on this

page, develops 24 hp. and has a rated speed of 85 m.p.h. at 5,800 r.p.m., using a compression ratio of 8.3 to 1. Its engine has horizontally opposed cylinders with separate carburetors. It uses ball bearings for the crankshaft, roller bearings for the con rods, and needle bearings for the rockers. A six-volt electrical system includes an air-cooled 75-watt generator, a 12-ampere-hour storage battery, and a Bosch coil. The model is called a direct descendant of a BMW twin that in 1937 set a world's speed record.



Engine transmits power through single-plate clutch, four-speed transmission, and shaft drive to spiral-tooth bevel gear at rear wheel. Rear suspension provides over-all 3-in. movement.



Cutaway view of drive shaft and rear suspension shows universal joint for shaft and springing for wheel. Rubber couplings in power train eliminate shaft wobble and vibration.

LETTERS TO THE EDITOR



424 KENSINGTON STREET

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June 9, 1980

Antique Motorcycle Club of Manitoba,
P.O. Box 1074,
Winnipeg, Manitoba.
R3C 2X4

Attention: Mr. Jim Simmons
President

Dear Jim:

It has been brought to my attention by about 4 dozen people that one of your members is very dissatisfied with the work we put out at the Chrome Pit. Apparently he had a legitimate reason for being displeased. The way he went about handling the problem I feel was a little unorthodox, but to each their own. If he had brought this problem to my attention I would have done everything possible to rectify it, including purchasing a replacement part, if the part was not repairable.

Every plating shop that is into custom plating has its problems, Custom Plates in Winnipeg, Plating Master in London, Ontario and Brown's Plating in Kentucky. I have had customers come into my shop and bad mouth every one of these shops. Even though these shops are competitors of mine, you may find it hard to believe but I have stood behind these shops all the way and tried to explain to the party complaining, the problems in plating along with the staff problems a company may have.

When a person sees plating being done it looks so very simple. I only wish it was as simple as it looks. Without any exaggeration there has to be at least 50 things that could go wrong in a shop, which in the end result would give you a messed up part.

It seems that motorcycle "enthusiasts" wait until the snow starts to melt and then they finally realize they can ride soon. (Of course there are a few exceptions to this.) So it's get yourself in gear and start working on your bike. Consequently, everybody involved in doing repair work on bikes gets swamped with work for a very short period of time and of course everybody wants their parts yesterday. So a shop does their best to please everyone as far as service and quality of work. It is during times like this where quality of work can slip, as you have customers all the time phoning and wanting their parts.

I have to admit that during this busy time I increased my staff so I could try to give the service to my customers. Being a very specialized business it is very hard to find qualified personnel, so as it was we had a couple of "donkies" working for us that ruined a lot of things. I have since dismissed the bad apples and we are now operating with a small but qualified staff. It may take a little longer to get your parts now but they will be excellent when you get them.

So keep it in mind, if you are interested in a good job, no matter what shop you go to, don't leave it to the last minute, don't rush your plater and you will get a good job.

In closing I would like to thank the people that have stood behind me and have confidence in my Company's workmanship and customer relationship.

Yours truly,

THE CHROME PIT

Rick Chippendale
President.

THE WAY IT USE TO BE

One of the more interesting things about restoring old motorcycles is talking to the people that rode these bikes when they were new. Here is one such story that was given to me.

To my neighbour, Bob Hatton

I was 18 years old in the spring of 1927 when I got the urge to own a motorcycle. I admired Jack Johnson, a friend of mine who owned a beautiful Twin Harley Davidson, it purred like a kitten.

Jack Johnson was employed by The Hudson Bay Co. His job was to ride to the Winnipeg Beach area to pick up customers orders from mailboxes,,then ride back to Winnipeg in time to have the orders filled for the next days' delivery (one day service). I thought that this was a wonderful experience, this was the kind of job I would like at Eatons.

I started looking for a motorcycle and I was introduced to Dave Winter of Brown and Winter, on Portage Avenue near Furby Street. I was shown an Indian Scout Twin which I fell in love with and after a test ride and demonstration I purchased the Motorcycle.

In order to participate in the activities of the motorcycle crowd I joined The Manitoba Motorcycle Club. It had about 30 members and I enjoyed the fellowship and the short weekend trips that were planned by the club. Gasoline was 25 cents a gallon so the trips were very inexpensive.

One trip that I still remember in August, 1927, was a trip to Brainard, Minnesota for a hill climb compition. It was about 425 miles from Winnipeg on gravel roads. The main event was a hill climb with many obstacles,to conquer this hill was quite an achievement.

BIKE OF THE MONTH

BERNIE JANZEN AND HIS 1950 R51 1/2 BMW

I had always had an interest in motorcycles and in the spring of '73 a friend of mine, Chas Peters, who happened to be a real BM buff, called to tell me that he had bought a BMW. It was a used machine and needed some repainting, he asked me if I would do the work for him. He then asked me if I was interested in buying a motorcycle.

I went to Winkler and had a look at the "motorcycles". I looked into the garage and saw 2 frames and 4 wheels. The motorcycles were in pieces all over the garage. The owner of the bikes and I made an agreement, I would trade a 1964 Chev. for his two motorcycles. The only condition of the deal was that I would restore at least one bike to its original condition.

My trade is auto body and therefore had easy access to equipment which would enable me to do the restoration myself. I sorted out all the better parts and began the process of welding up holes, straightening dents and align the fenders. It took most of the winter evenings to sand and paint the parts. The frame and body parts had so much paint on them that rust didn't have much of a chance.

I assembled the bike by looking at pictures of it in its original state. A fellow in Vancouver sent me a picture of a bike that looked just like mine.

Chas offered to do the mechanical work for me. He disassembled the motors as far as the crankshaft. Special tools had to be made to do some of the work.

It was close to spring of '74 when the bike was assembled. Chas brought the motor down, we installed it, and we had the bike running the same day.

THE 1980 CVMG RALLY

The 1980 Canadian Vintage Motorcycle Group Rally was held at Barrie, Ontario on June 20, 21, 22. It was a great rally with approx. 250 motorcycles ridden or transported to the rally. This year a couple of our club members, Bob & Kathy Hatton and Barry & Violeta Seib, were lucky enough to attend the rally.

Friday, June 20, was a cool rainy day that cleared towards evening as people started to arrive, set up camp and visit old and new friends.

Saturday brought sunny skies and good weather for a 50 mile road run which 80 bikes were entered in. Later in the day different events which include; a slow race, fast start, hot plug, water race and sidecar slalom were held. All day people were visiting, buying and selling bike bits and showing off what they brought. In the evening there was a bonfire and film films were shown.

Sunday was another great day that allowed everyone to enjoy the trials racing and judging of the motorcycles. Later in the day much deserved awards were presented to those who were the best in their class. Later people started to leave for home and it was a sad time because the rally was so much fun and it may be a year before we will see our new and old friends again.

The CVMG must be congratulated for hosting such a good rally. Also congratulations to all the people who did such an excellent job of restoring their bikes. Many bikes were of concours quality and it was a real treat to see and hear them. The events were enjoyed by all but the trials competition did seem a bit harsh for vintage machines. My only hope is that more club members will be able to attend next years.

Bob Hatton

I still remember the tragedy that occurred that weekend on our return trip. Johnny Allen and Dave Rich decided to take a run into Minneapolis then return back to Brainard to join the club members, then return to Winnipeg. Johnnie and Dave were riding through St. Cloud, Minnesota when Johnnie struck a calf that was running from behind a building. He was thrown off his machine and killed.

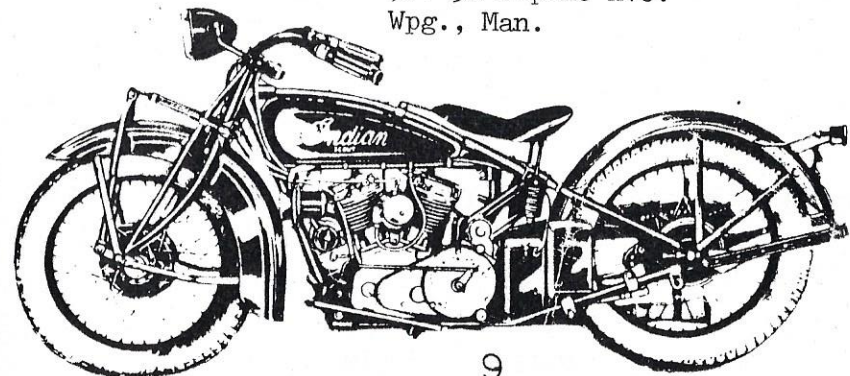
We left Brainard on Sunday morning to ride on to Grand Forks. When we got to Stephen I had a flat tire. I left my machine at a garage in Stephen and found a room in a private home for \$4.00, including breakfast, so I stayed there for the night.

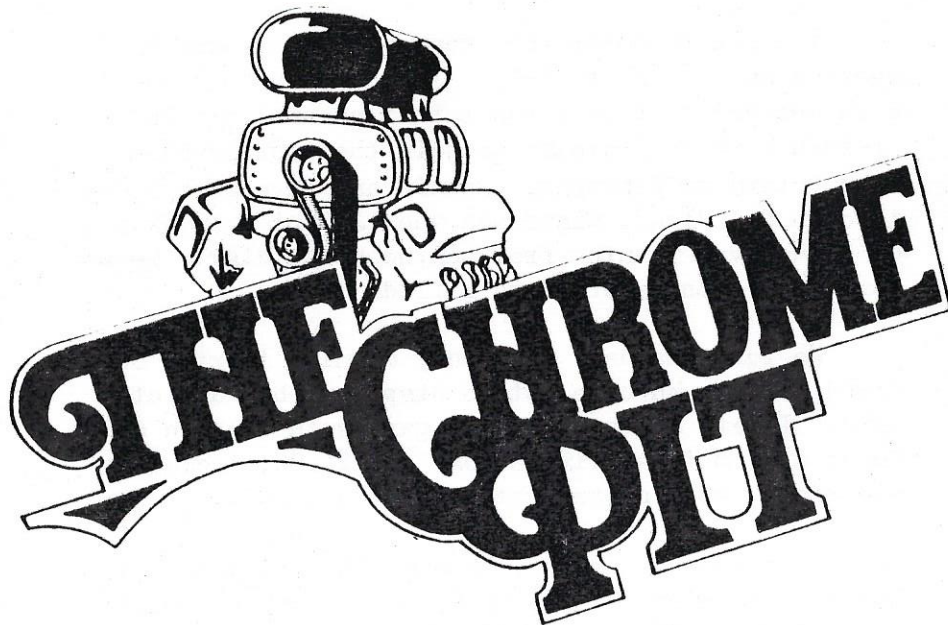
It rained all night, however the sun came out the next morning. I had my tire repaired and rode on to meet the rest of the motorcycle group in Grand Forks.

There was a 30 mile stretch of newly graded mud road to Warren, Minnesota which was impassable with a motorcycle. We were forced to get onto the railways and ditched to ride bump to bump over the railway ties. We finally got to Warren, Minnesota, then on to Winnipeg.

In the following fall of that year I sold my motorcycle before the snow and ice, thus ended my fling on a motorcycle.

W. Fisher Einarson
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