

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA
NEWSLETTER
MAY 1992

There were ten members present at the May 25th meeting. There were three or four vintage bikes present, a Indian, two Harleys and a fourth with respect to which I cannot recall the make.

John Krahn advised that the Chevy Club was holding a rally in Bird's Hill Park on June 7th from noon to four o'clock and that all members and their bikes were welcome.

The following information was supplied by Siggi Klann with respect to a summer run:

A.M.C.M. INTERNATIONAL FALLS RUN

WHEN: Saturday and Sunday, July 18 & 19, 1992

MEETING PLACE: Robin's Donuts and Petro-Canada Station at the corner of Lagimodiere Boulevard and Fermor Avenue (TransCanada Highway)

TIME: Meet at 8:00 a.m., depart at 9:00 a.m.

SOME FACTS: We will travel on TransCanada Highway to Kenora and have lunch. A scenic route on Highway 17 to Highway 71 and then on Highway 11 to International Falls for an overnight. On Sunday, we head back on Highway 11 to Warroad for supper. From there, we travel on Highway 313 to #12 and back on to TransCanada for home.

P.S. We should have an emergency vehicle in case of a breakdown. Any volunteers?

It was decided that John Guntner, our librarian, would subscribe directly with Classic Bike for the next subscription.

Ed Maisey indicated that the Manitoba Live Steamers Association was holding an open house at the Inkster Boulevard and Sturgeon Road property on June 19, 20 and 21. Parker indicated that he had attended last year and found it very interesting. There is no charge.

The following is a copy of the standard reply from MPIC to the suggested form letter of Bob Collings. I think that they missed the point respecting the two vehicle discount section. Parker Fillmore has replied to that letter with particular reference to the last paragraph and the subsequent reply of MPIC will be reprinted in the next newsletter.



Executive Offices

THE MANITOBA PUBLIC
INSURANCE CORPORATION

Box 6300, 9th Fl., 330 Graham Ave.
Winnipeg, Manitoba R3C 4A4
Telephone 985-7000
Facsimile 942-1133

May 8, 1992

Mr. P. Fillmore
1756 Assiniboine Avenue
Winnipeg, Manitoba
R3J 0A1

Dear Mr. Fillmore:

Re: Motorcycle Coverage

Thank you for your letter of April 21, 1992. I will answer your three concerns in the order which you have presented them.

Motorcycle Insurance Use

The majority of motorcycles in Manitoba are used for pleasure (preferred) driving and the rates, to a large extent, reflect this use. However, there are no use restrictions for motorcycles and therefore motorcycle owners do not pay higher premiums to drive their motorcycles to work.

Motorcycle Rating

In 1989, the Public Utilities Board recommended that MPIC give greater consideration to motorcycle value when assessing motorcycle premiums. We have implemented their recommendation.

There are eight declared value categories - less than \$500; \$501-\$1,000; \$1,001-\$1,500; \$1,501-\$2,000; \$2,001-\$4,000; \$4,001-\$8,000; \$8,001-\$14,000; \$14,001-\$20,000; and over \$20,000.

We insure motorcycles for their actual cash value or market value up to the maximum value in the declared value category. Motorcyclists can therefore choose the coverage that matches their motorcycle's value.

Concerning engine displacement categories, our statistics show there are not enough motorcycles in the engine ranges you have mentioned to create proper rating categories. There must be a sufficient number of motorcycles in each category to measure loss experience and assess premiums accurately. To accomplish this, our statistics indicated we actually had to reduce the number of categories, not increase them.

Parker Fillmore also agreed to look into the regulations pertaining to the use of vintage plates and his report is as follows:

Section 333 of the Manitoba Highway Traffic Act governs the registration of antique motor vehicles, including motorcycles. To be eligible the motor vehicle or motorcycle must be more than 30 years old. The registration of an antique vehicle is transferable to another vehicle that is not less than 30 years old and owned by the same individual. The registration is not transferable to another person. Subsection 3 deals with the use of antique motor vehicles or motorcycles. That subsection provides that owners shall not drive or permit to drive an antique motor vehicle (motorcycle) on a highway except as follows:

1. For the purpose of taking it to be repaired or serviced;
2. For displaying it to the public in a parade or procession and for taking it to and from such a parade or procession; or
3. For driving in an antique car, truck or motorcycle rally authorized by the Registrar of Motor Vehicles.

A copy of the full text of Section 333 is enclosed with the newsletter. Those running with vintage plates may wish to carry a copy with them together with a copy of our authorized runs which I believe should be developed at our next meeting. This list should then be forwarded to the Registrar. A strict interpretation of the Act, in my view, would require the preauthorization of the Registrar. In speaking with Ross Metcalfe, he advised that the Antique Car Club publishes their runs and mails these to the Registrar and that this practice has been followed for a number of years without incident. We must be careful not to abuse the privilege of obtaining the vintage plates and as such, at the next meeting, we should develop a list which also should be carried whenever we are running with vintage plates.

The meeting adjourned at approximately 8:30 p.m. followed by a coffee run to Headingley.

The date of the next meeting is Monday, June 29, 1992.

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA
NEWSLETTER
JULY 1992

There were nine members present at the July 27th meeting. John Guntner acted as secretary of the meeting.

Vintage bikes at the meeting included John Guntner's 1936 Harley Davidson, Barry Seib's Norton 500, Bob Collings' Vincent and Ray Houde's Honda.

A motion was made by Ed Maisey to raise the appraisal fee to \$50.00 from \$25.00 for non-members. The motion was seconded by John Guntner and was passed unanimously. Appraisals are still free to members.

Ed Maisey, the treasurer, reported \$155.40 in the chequing account and \$1,685.91 in plan 24.

A discussion about vintage plates ensued and it was decided to seek further input from Ross Metcalfe as to what is required in order to properly use (and not abuse) the vintage licence plates as Ross would have experience with this through the Vintage Car Club. In any event further discussions with Ross will take place and further information provided to members at a later date.

The run to International Falls met at Robins. Siggi Klann, Ed Maisey and Barry Seib turned up for the event. Dave Hebert and his wife drove the 1/2 ton recovery vehicle. Barry Seib suffered a flat tire around Falcon Lake so he and his wife, Leta decided to return to Winnipeg. It is unfortunate that more members do not turn up at these events.

COMING EVENTS

Davenport

Corn Roast at Choquettes (??) - Jim!!!

Thursday night runs for those that are interested.

John Guntner is looking for Harley Davidson parts for his '45 "winter project".

The date of the next meeting is Monday, August 31, 1992.

**THE ANTIQUE MOTORCYCLE CLUB
OF MANITOBA
NEWSLETTER
AUGUST 1992**

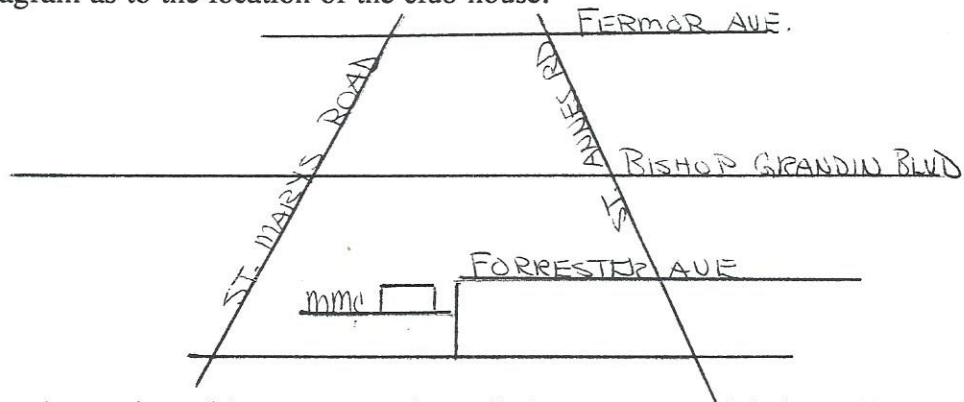
There were 17 members present at the August 31st meeting.

At the meeting we received a letter from Honda Canada that due to recent cutbacks in staff levels, they will no longer be able to host our meetings. The last meetings to be hosted by Honda Canada will be Monday, September 28, 1992.

The Secretary was directed to write a letter to Honda thanking them for the use of the facility over the past few years.

Discussion then ensued with respect to a new facility and it was agreed that President Jim Harrison, with the support of Tiny Robins and Ray Houde agreed to contact the Manitoba Motorcycle Club to determine whether or not we could use their facility on Monday nights. It was anticipated that this would not be a problem, but Jim will report back to us at the next meeting.

The location of the MMC facility is at St. Anne's Road and Forrester in St. Vital. The following is a diagram as to the location of the club house.



Jim also distributed a notice with respect to the Fall Corn Roast which is to be Saturday, September 12th. The Secretary was directed to send copies of the notice to all members, save and except those in attendance at the August meeting.

As usual, we will meet at Robin's Donuts at McPhillips and Templeton at noon and leave at 1:00 p.m. sharp with the destination being John and Pat Choquette's property. All are welcome, including families, friends, etc. If possible, ride your old bike - if not, come by any other means of transportation.

Treasurer Ed Maisey reported \$152.40 in the chequing account and \$1,688.42 in Plan 24.

Librarian John Guntner reported \$31.31 in his account.

A library draw followed and was won by Jim Harrison.

The meeting adjourned at 9:00 p.m.

The date of the next meeting is September 28, 1992 at the Honda facility. Again, note that this will be our last meeting at this location.

At 79, bike builder still in high gear

By Daniel Drolet
Citizen staff writer

Sometime soon — this week or next — Norton Crawford will pull on his helmet, ease himself onto the seat of his custom-built motorcycle and rev it up for its first-ever spin.

It's unusual enough that the motorcycle he'll be driving is unique in Canada; what's even more special is that Crawford, who will be 80 years old on Sept. 5, built it himself from a jumble of parts.

Fellow motorcycle enthusiasts have described Crawford as "the best Harley-Davidson mechanic in town." With 53 years of experience with motorcycles and cars, it's not surprising.

Although he's been officially retired since he sold his service station in 1971, he hasn't stopped working out of his home. He's still devoted to motorcycles, especially Harleys, and he still gets a charge out of repairing them, building them and riding them — even if he doesn't race them anymore.

Crawford, a solidly-built man whose grey-green eyes come alive when he talks of motorcycles, lives in a neat white house in Westboro.

It's similar to others in the neighborhood, except that the one-car garage, with a cement-lined pit yawning in the middle of the floor, is obviously built for someone who likes to get under a car easily and tinker.

From inside the garage a few wooden steps lead to a low door. Crouch down and enter and you are in Crawford's basement workshop.

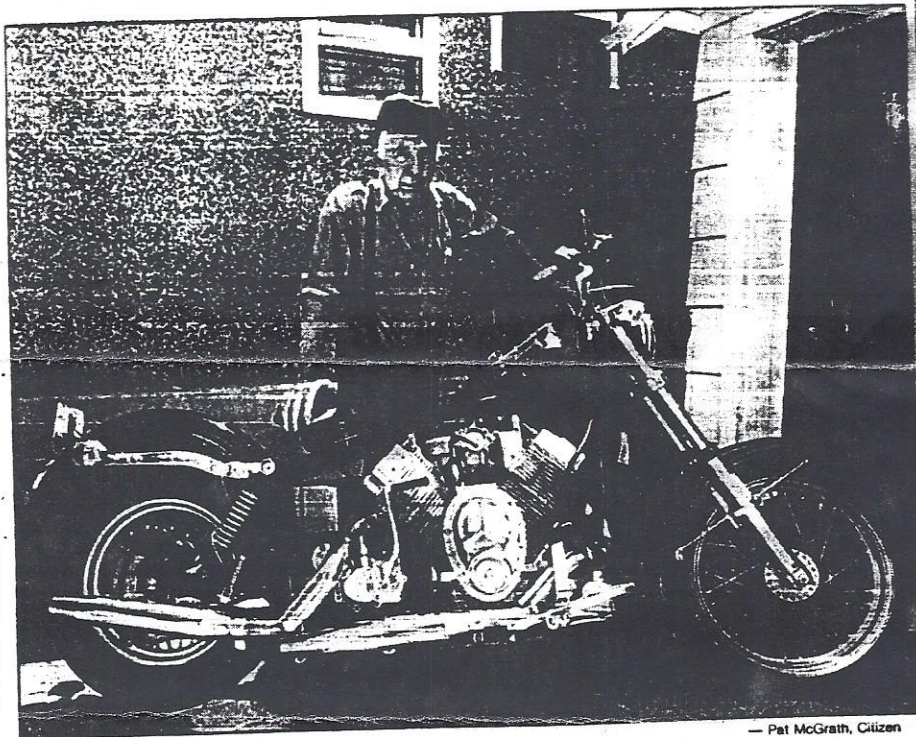
The darkened basement is a treasure trove of spare parts, all carefully divided up into cubbyholes or hung on nails from the ceiling beams.

There's also a work bench and tools, all carefully organized. The basement is so chock-full there hardly seems room for anything else.

"When I sold the service station, nobody wanted all the motorcycle parts, so I brought them home and filled up the basement," he said.

The new motorcycle is in the garage, next to the boat motors and snowmobiles.

It's all but finished: Crawford is waiting for a few parts to arrive. He's received word from



— Pat McGrath, Citizen

Crawford had 53 years' experience to call on when building bike

they're on their way.

This is no dinky bike: its engine has a displacement of 1,543 cubic centimetres and delivers 85 horsepower. It also weighs 27 lbs. less than a Harley.

Crawford's vehicle registration permit for the bike describes its make as "rebuilt." Indeed, it's a new type of hybrid many of whose parts are made by Nostalgia Cycle of Huntington Beach, Calif.

He ordered the parts in January, 1985; they didn't arrive until April of this year, in three big boxes, because of delays in manufacturing.

But Crawford's bike is still one of the first of its kind produced, and he's convinced there's no other of its kind in Canada that's virtually ready to be driven.

Crawford has seen a lot of motorcycle motors. He got his first motorcycle in 1933 and his first Harley about three years later. His mechanical abilities seemed to develop on their own.

"I had a few problems with it

and fixed it. I just started from there."

He worked as an aircraft mechanic during the Second World War and afterwards put his talents to use in various service stations including, eventually, his own.

The phone rings regularly at Norton Crawford's place. People are calling up to ask for advice. A stumped motorcycle mechanic, apparently halfway through a job, drops over to see if Crawford has a spare part he needs.

Crawford explains his reputation built on years of experience: "Everything I've built up has kept on running."

Crawford knows a thing or two about speed: He raced motorcycles, stockcars, motorboats and even snowmobiles "when I was younger and foolish."

Crawford also raced stockcars that he had rebuilt; he didn't like racing snowmobiles because he said they were too unsteady on corners, and he found he didn't fit in with the boat racing crowd. "There were too many

aristocrats and us guys were classed as nobodies. If we won it was OK, but we never got any big write-up."

In all his years of driving and racing, Crawford said he has never had a serious accident: "I got a few scratches, but I never got hurt."

He says the key to safety is proper equipment — a helmet that doesn't obstruct your vision or your hearing, a leather jacket, gloves and chaps, as well as some common sense and a respect for speed limits.

"These young people who get into accidents don't use their brains at all," he said.

"If a guy is riding at a speed he can properly handle, then there's no problem."

Apart from racing, Crawford likes just to get onto a motorcycle and drive. Often he has been accompanied by his wife Lil or one of their four children.

"I love the freedom and the fresh air and the scenery. I drive within the speed limit so I can look around," he says.

**THE ANTIQUE MOTOR CYCLE CLUB
OF MANITOBA
NEWSLETTER
SEPTEMBER 1992**

This was the last meeting at the Honda Canada offices. Honda is no longer able to provide us with space. We thank them for the support they have given us.

Ed Pauch attended on his "prototype" Ariel Square Four, equipped with a swing arm frame.

Ed Maisey reported the corn roast broke even at a cost of \$88.46.

There was some discussion about the coalition of motorcycle dealers and groups formed to fight the proposed AutoPac increases of motorcycle insurance rates. Jim Harrison has been attending the meetings of this group.

The Manitoba Motorcycle Club has graciously offered the use of their club house for our meetings. We have agreed to pay the MMC \$15.00 per month in return.

Jim's report of the 1992 Corn Roast, September 12th, Hosted by John and Pat Choquette.

The weather turned out nice again for our annual corn roast. Once again, the sun shone on East Selkirk where, after a pleasant ride from the city, we spent the afternoon socializing and admiring the various motorcycles. There was even a free air show provided by one of the stunt pilots at St. Andrews Air Field. The flyer spent the best part of an hour practicing over a near-by field.

The following riders attended with their bikes:

| | | | |
|-----------------|-------------------------|------------------|-------------------|
| Laddie Nos: | '54 Triumph Thunderbird | Irv Lowen: | '50 AJS, 350 |
| John Guntner: | '36 Harley Davidson | Siggi Klann: | '47 Indian Chief |
| Keith Freeman: | '65 BSA Lightning | Mike Baraschuk: | '67 Matchless 500 |
| Ed Wiebe: | Suzuki GT - 750 | Garry MacDonald: | 450 Honda |
| Lorenz Halboom: | Norton Atlas | Jim Harrison: | '75 BMW R90/6 |
| Ed Maisey: | '61 BSA, A-10 | | |

The above folks, some along with their families, and various other participants enjoyed a delicious feast of hamburgers, sausages and fresh corn. Yours truly enjoyed the corn so much, I purchased some to take home.

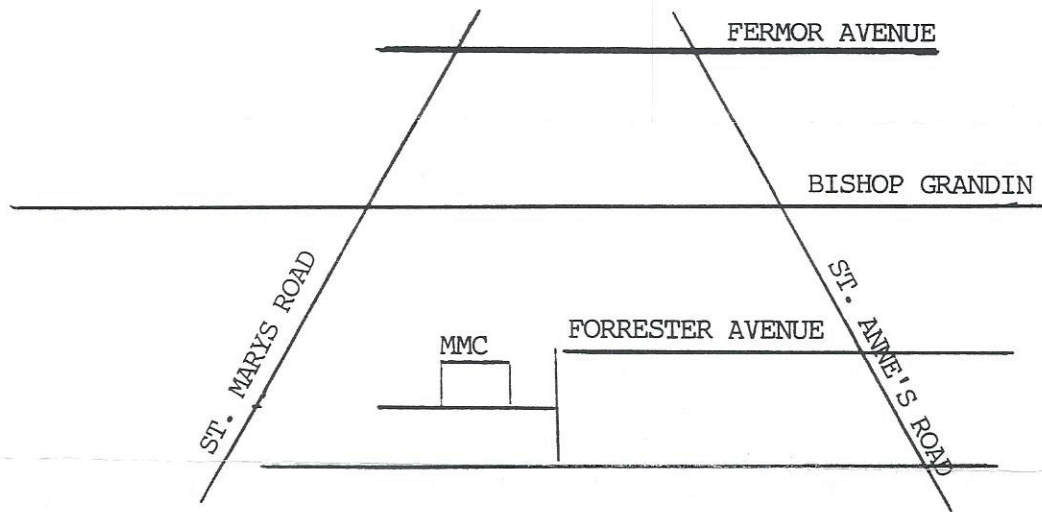
My thanks to all who attended and to John and Pat for their usual great organization and hospitality.

Jim Harrison

**THE ANTIQUE MOTOR CYCLE CLUB
OF MANITOBA
NEWSLETTER
OCTOBER 1992**

This was the first of our meetings using the Manitoba Motorcycle Club clubhouse.

Our next meeting will be Monday, November 30th, at 8:00 p.m. at the MMC clubhouse on Forrester, which is the third street south of Bishop Grandin Boulevard off of St. Anne's Road.



I have been informed of the recent death of Fletcher Reid. Fletcher had been a member of the AMCM. For some time, he had not been able to participate in the Club due to a lengthy illness. I sent the family a card on behalf of the club.

Jim Harrison

**THE ANTIQUE MOTORCYCLE CLUB
OF MANITOBA
NEWSLETTER
NOVEMBER 1992**

There were 11 members present at the meeting.

A prospective new member was in attendance who is restoring a Jawa.

In Jim Harrison's absence, Ed Maisey chaired the meeting.

It was decided that the December meeting will be held **December 21** and not December 28, being the last Monday of the month.

At the next meeting the officers for the ensuing year are to be chosen and the following persons allowed their names to stand:

Jim Harrison has agreed (so we understand) to act as President for another year;

Ed Maisey agreed to stay on as Treasurer;

Ray Houde agreed to continue to manage Club properties;

John Guntner agreed to continue with his library duties; and

John Whyte agreed to assume the role of Secretary.

If there are any other members who are interested in participating we would encourage you to attend the December meeting.

There was some discussion as to whether the Club should continue to fund the insurance. If anyone has a copy of the actual policy it would be appreciated if it could be brought to the next meeting so that Parker could review it to firstly determine exactly what we are covered for and then perhaps to provide some suggestions as to whether or not it is worthwhile to maintain. The annual cost is just over \$300.00.

The meeting adjourned at approximately 9:50 p.m.

See you on December 21, 1992!!

Westrock Battery - 2 old ones
in stock. BSA
HD style.

THE ANTIQUE MOTOR CYCLE CLUB OF MANITOBA

NEWLETTER

DECEMBER 1992

The extremely cold weather probably was to blame for the small turn-out of 8 members.

Being as it was our Christmas meeting, the Club paid for the coffee and donuts.

Jim Harrison chaired the meeting in his capacity as president and questioned the legality of his nomination for president again. All present hurriedly assured him it was O.K. ??

ASTRA CREDIT UNION was questioned re banking changes etc as they are costing more than we earn in interest. They have agreed to .58 per cheque and no flat monthly service fee. Interest earned has increased by .25% to 3 1/2% annual (whoopie!)

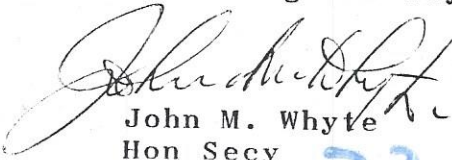
A card has been recieved from Margaret Reid, widow of Fletch Reid acknowledging our regrets at his death.

Laddie Nos, an old member, is suffering from cancer. A card was sent to him wishing him well.

Plans are afoot to organize ^{Road} ~~news~~ from time to time to such places as Brandon, Petersfield, Winkler, Selkirk etc.

A swap meet has been suggested for the May long weekend.

There being no further business the meeting was adjourned at 9:15


John M. Whyte
Hon Secy ??

The next meeting will be on Monday 25 Jan 1993 at the Manitoba Motorcycle Club clubhouse at 7:30 for 8 P.M.