

MIKE

## THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

P.O. BOX 1074, WINNIPEG, MANITOBA

*Rust n Pieces - Number 11 Volume 21 - November 1998 -*

### **1998 Executive**

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### **Meeting Notice**

Next meeting is at Woodhaven Community Club, 7.30 PM

Meeting date: NOVEMBER 24, 1998

Next month: DECEMBER 7, 1998

### **President's Note**

My courses are keeping me busy. Unfortunately they run on Tuesday and Thursday nights, for most of the year. Last month I put a hasty note in pencil in the newsletter. It didn't come out very clear, so I will repeat and add my observations on the Corn Roast.

Thanks again to John and Pat Choquette for putting this on. Thanks to all who attended and supported it. I have some pictures of the event but haven't used up the film yet. We had evening entertainment around the campfire, chiefly by Dave Hebert and John Daigle.

A clock was donated by Brian Nazarko last year and we used it for a People's Choice award this year. Lorenz Hallboom won it for his very pretty Norton Atlas. Lorenz and Pauline Hallboom, John Daigle and Shelly (CVMG) were among our guests.

This month I'm including some material from the Coalition of Manitoba Motorcycle Groups concerning this year's presentation at the PUB hearings on MPIC rates for motorcycles.

Don't forget the Pizza Night, December 7th.

Jim H

## Editors Note

Like our Prez, I am involved in a evening course which started in October and runs till Mid-February, on Tuesday nights (When else?)

I will try to swing by the club after the class in case the meeting is still on, but the classes go till 10:00.

The snow has finally arrived, it looked promising for a while, but winter is here. The last time I rode my bike, in late October, light snow was falling on Sunday afternoon as I went down the highway to Headingly - Got some strange looks from motorists, but it sure was fun.

The Four is in the garage for the winter, and I will be curing some oil leaks etc. over the winter, maybe even a new front tire, if I can find a K70 or similar.

Not much else to report, but I sure would like to get material to put in the newsletter. Maybe some of our new members have stories, articles or tales of derring-do that they could share with us?

Here is a question - Why do spark plugs stop working? Earlier this year, my Four was down to two cylinders on plugs that were one year old. I checked them for opens and shorts - all checked out ok! I broke one apart, and found nothing to explain the failure to spark. Is it carbon on the insulator that shorts the plug when in the cylinder and hot? Why does it seem worse on air cooled motorcycle engines - the heat should help burn off the carbon - What's your guess or information - any articles old or new would be appreciated on the subject.

*Worse on  
Rich-air  
cooled engines*

Ed the ed

## Upcoming Events

AUTO HAZMAT COURSE- THE NIGHT OF DECEMBER 2 HAS BEEN SET ASIDE FOR AMCM AND CVMG - DO NOT MISS THIS - A CERTIFICATE WILL BE MAILED OUT TO PARTICIPANTS.

Location is the TRAVELODGE on ALPINE - Used to be the Niakwa - Time is 7:00 PM SHARP.

*Dec 2*  
          

The Christmas "Pizza and Beer Night" will be December 7th at the Boston Pizza same as last year - Sounds like a fun time - Come out and add to the festivities.

*Dec 7*  
          

## Help Needed!!! #1

Your fearless Editor (me) is looking for a stationary engine. And not just any old clunker. (No, the Sq 4 runs just fine)

I am looking for a 1 1/2 HP "MANITOBA" engine, which was manufactured in Brandon.

If anyone has any leads or ideas, please let me know.

Ed Pauch 832-0255

## MAAC Report - Oct. Meeting

HAZMAT - See upcoming events!!!!!!

The collector plate initiative is proceeding smoothly, DMV has developed some alternatives to study, and MPIC is still on side.

The municipality of Richot has abandoned it's derelict vehicle by-law, but St. Andrews passed theirs and has charged a car club member for cars in his yard. Possibly this will go to court.

I will send census sheets to the next meeting, to help MPIC with collector's vehicles. Please fill these out, make extra copies if you need them and return so I can get them to MAAC. As long as MPIC is cooperating, lets do the same and help ourselves. This will help avoid things like emissions testing in the future.

*if you  
have any??*

*not  
likely*

## Help Needed!!! #2

As the year closes, we come to that dreaded time of year (no, not Christmas shopping for the significant other) known as election time. It is about time, especially now that we have some new members, that we have some new executive members. This will have to be discussed and hopefully put in place in January. How about you????

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Recent changes to the Federal Motor Vehicle Act make it much more difficult to register and license a vehicle in Canada that has been imported from the United States.

As of April 12th 1995 for motor vehicles (cars, trucks, motorcycles, busses and RV's etc) and September 1st 1995 for trailers (including car haulers etc). All vehicles newer than 15 years old must conform to or be made to conform to Canadian safety standards before they can be registered and licensed in Canada.

Because Canadian safety standards are much more stringent than US standards many vehicles are inadmissible--period. No amount of modifications will allow them to be imported.

Many common vehicles, such as 89 to 93 Ford Thunderbirds/Cougars and 88 to 91 Buick LeSabres are inadmissible.

? really?

ALL kit cars, home builds and modified vehicles that use a new or used rolling chassis that is newer than 15 years old can not be imported into Canada under any circumstances. This includes complete DO IT YOURSELF KITS, such as the Lotus 7 or a Replicar such as a Ferrari built on a Camaro/Firebird chassis.

Any attempt to circumvent these regulations by disassembling a non-admissible vehicle and shipping the parts separately will be refused admission at customs. Only parts manufactured for conforming vehicles or parts manufactured by a secondary parts manufacturer can now be imported into Canada. You can still bring in a frame for a street rod if the manufacturer of that frame only makes frames. If they also make a complete car, the frame alone will be inadmissible.

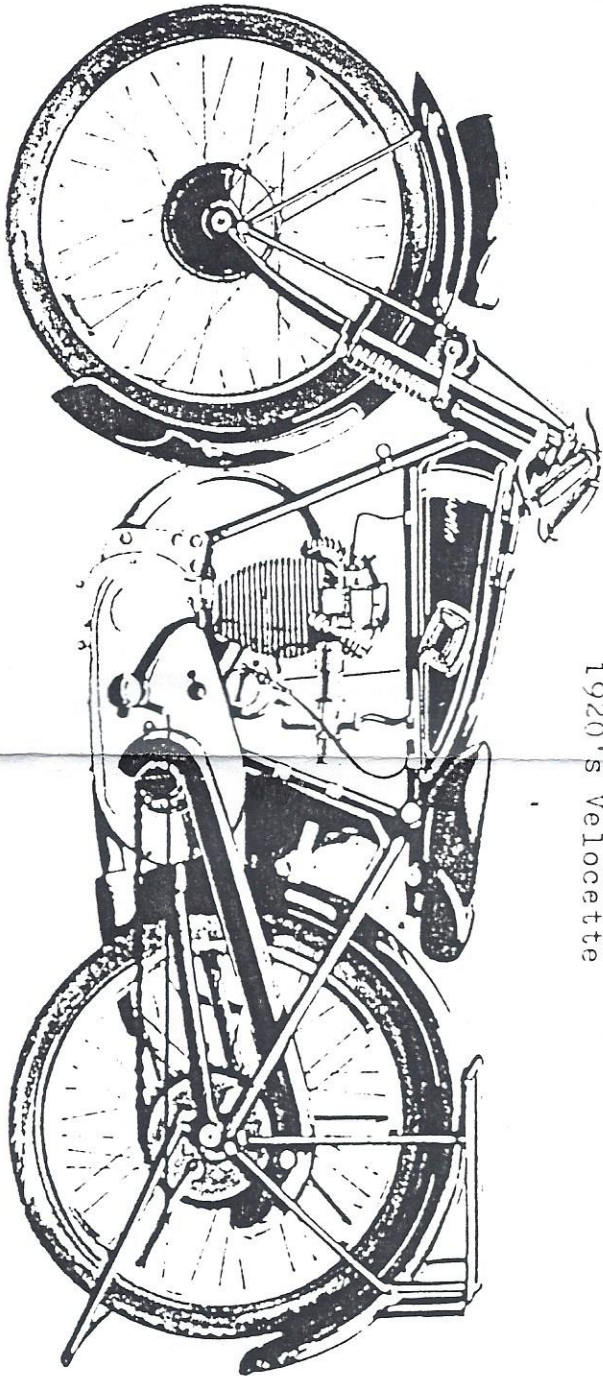
Motor vehicles newer than 15 years old that meet or can be modified to meet Canadian safety standards will be allowed entry but must be presented for a safety inspection, with all modifications done within 45 days of entry. There is a fee of \$210 to cover the cost of inspection and certification.

This program is run under the auspices of Transport Canada and Canadian Customers with a private contractor, known as REGISTRAR of IMPORTED VEHICLES doing the actual testing and certifying.

For more information, phone the Registrar of Motor Vehicles (1-800-333-0558) or Transport Canada (1-613-998-2190).

A vehicle in its original design configuration that meets the definition of ANTIQUE VEHICLE, imported into Canada built on a chassis that is more than fifteen years old, is not subject to the act.

A.M.C.M. MINUTES OF OCT. 27, 1998



1920's Velocette

Eight members were at this meeting. Jim is still away on Tuesdays for up-grading, so Ziggy and I convened the meeting.

Ziggy's report on the Treasury- 3662.39

The December social meeting is to be at the Boston Pizza, Portage and Moray. Dec. 7 at 7:30 p.m. We enjoyed last year's event, so we are repeating it.

The HAZ-MAT course has been set up to be at The Travel Lodge on Dec.2 located behind the shopping centre (Safeway) on the corner of Fermor Rd and St. Annes Road. The street it's on is actually Alpine. Hope we all find it. Time to start is 7 p.m.

Motion put forward by Ziggy to hold a Swap Meet at Woodhaven on February meeting night as a joint venture with us. Open to parts and books. Will have coffee and do-nuts. Motion passed by all in attendance. " Us" being the CVMG.

UP-COMING EVENTS.....

May 2,99 Spring run, Man. M.C.  
February 27,99 A.B.A.T.E. of Manitoba  
Swap meet in Brandon, 330  
Richmond Ave. E. Noon to Five.  
Contact ..Tom 204-748-3796  
September 11,99 Man M.C. Toy Run  
and Poker Derby.

Our elections are to be in January , after the Christmas busy season.

Next meeting.....November 24,98

Respectfully subbed by, Mike the Bike.



THIS ARTICLE IS REPRODUCED  
FROM:

## PUB hearings - what we're trying to do for bike insurance

Since June, our counsel and fellow rider, Ray Oakes, has been hard at work preparing for the Public Utilities Board hearings taking place from October 5-16<sup>th</sup>. We flew in our actuary, Mr. Joe Cheng who gave testimony to the board on the 8<sup>th</sup> attesting to the legitimacy of our pro-

posal of loss transfer for motorcycles. The complete actuarial report is some 20 pages long contains a lot of detail and statistics and supports our position that if an accident occurs between a motorcycle and another class of vehicle, and it is found that the other driver is responsible, the costs for losses sustained by the motorcycle and rider should be taken from the pool of the vehicle causing the accident. Right now, if we get crunched by a car, any injuries to us or damages to the bike come out of our pool - hence the high increases every year.

The reason MPI does this is that their rating system is based on benefits received or inherent risk of the vehicle we choose to drive. We (and our actuary) say that this is not an equitable and fair method for determining rates. Rates should be based on the risk a vehicle is to the others on the road. As Mr. Cheng noted, there are not many drivers who set out to cause an accident because they will receive benefits for their injuries or damage to their vehicle. (Don't you get up in the morning and go "YIPPEE!!, let's get on my bike and see if I can crash so I'll get money for my destroyed bike and benefits for my pain and suffering?).

## Chain Links

In Alberta and Ontario loss transfer is used, not just for motorcycles but for heavy trucks as well, and for the same reasons; who is inevitably going to come out ahead in a crash regardless of who is responsible? It will be the semi. Therefore if a semi causes an accident the benefits for the injured party come from the semi pool.

In these two provinces, motorcycle rates are substantially lower than a private passenger car (roughly 1/4 and 1/2 respectively). When MPI's lawyer asked about this Mr. Cheng's reply was that these rates are from private insurance companies who are in business to make money, not like MPI which is not for profit. "They are not charging less out of charity."

Several CMMG members were present for Mr. Cheng's testimony and I think we are cautiously optimistic. We definitely scored some points and Ray Oakes said he has never seen all of our opponents that alert during the proceedings. Mr. Cheng was center stage from 9:00 am to 1:40pm.

Questions by PUB's lawyer were more of the informative nature; we took that as showing a strong interest in how this loss transfer could be implemented and administrated. Mr. Cheng advised that MPI already assesses fault, therefore there would be no costs there and as it is a monopoly there wouldn't be the problems of two opposing insurance companies needing to settle claims.

He also disputed that the rate making formula contains the two big claims from 94-95. Everyone is somewhat familiar with these. Accidents that cause severe permanent disabilities to the riders resulting in ongoing benefits coming from the motorcycle pool. Mr. Cheng believes that a formula should have a ceiling on their value, they are not the norm, but the exception - very similar to the way many of us choose contractors - throw out the high and low and see what the median is.

Everyone say your prayers, PUB results should be out in December. Who knows, we can never say we don't try.

## Chain Links

is a publication of the "CMMG", Coalition of Manitoba Motorcycle Groups. The CMMG is an organization devoted to the promotion of safe and affordable motorcycling in the province of Manitoba. Membership, which includes a subscription to Chain Links is \$20.00 per year for an individual enthusiast and \$30.00 per year for a family membership (enthusiast and one additional family member). Each additional family member is \$10.00 per year.

The CMMG meets on the 2nd Wednesday of every month at 7:00 p.m. in the lower level of the Marion hotel. All members and guests are welcome to attend.

Please contact us for information, article submission or advertising. Advertising is free to members.

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