

History of a vintage Can-Am flat tracker



Made in Canada. Sold in Minnesota. Moved to Colorado then back to Minnesota. Sold to owner in southwest USA. Then moved across the water to Great Britton

History of a vintage race Can-Am

Neil MacQueen from the UK spent a few years looking for a Vintage 2 stroke flat tracker. He said they are hard to find in the UK. Neil bumped into an old road race friend at his local bike shop. The friend explained he had set up a new company to import bikes from the US. A few weeks later after their meeting, the friend found a Can-am for sale. Neil had to have it!

Because of Covid, it took 6 months for Neil to get his bike. He did a few basic checks and cleaned the carb and it fired up. Neil said the bike is very fast and he won the last round of the DTRA (UK) on it.

This is Neil's imported bike today





Here are some shots of Neil's racing the bike



In 2021, Neil talked with a staff member from *Side Burn Magazine* and mentioned that he had no history of his Can-Am and would like to know more about it. Side Burn wrote a small article with this fact. Phil Little the American who built the

bike emailed Side Burn for Neil's contact info. This then is the history Neil wanted.

History of Neil's Can-Am



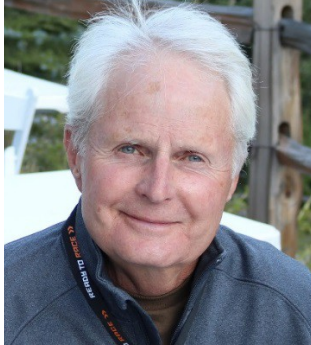
Phil

Phil Little from Lake Minnetonka, just west of Minneapolis recollects the following.



“This is the photo of the bike the first time I owned it. I can't remember if I bought it used or new. I suspect used, because I'm cheap like all flat trackers. The year puzzles me. I think this 250 was a white tank model built prior to 1977. The swing arm is puzzling because it looks newer but the Betor forks and the sub frame around the seat tail says white tank. I do believe I built the chamber for it. That ice front fender didn't last as you'll see in the literature following. If you are wondering what that hole in the number plate is-that's access to the choke lever.”

“Near as I can figure, I built it as a permanent ice bike. Somehow, I obtained a later MX style tank and built the flat track styled tailpiece from fiberglass and painted it orange. The frame is orange too so I must have re-built the bike from the frame up.



Fred

“For whatever reason, I sold the bike to my good friend Fred Martin from Colorado. I don’t know the year. Fred was an equipment salesman living in Minneapolis at the time. Later, he moved back to Colorado to service that territory. He remembers TT racing it a few times. Fred came back to Minneapolis and sold the bike back to me. Fred replaced the stock MX tank with a fiberglass one. I painted that tank and had a new orange/black seat cover made as it is now on Neil’s bike. I also designed a dedicated ice fender and Neil’s bike was its first recipient. The literature on that is below.”

brother Ric

“I then sold the bike to my brother Ric. It ran fine for him as it did for Fred too. He commenced to load the tires with an over-maximum number of black screws. With them, the bike cornered on the ice like it was glued to the surface. Ric sold it to someone in Texas. He can’t remember who.”

Here are Ric’s photos as he was preparing the bike so sale.



Off goes ice fender



On goes summer rubber



Here's the bike Neil got years later. Not much changed. Say Neil we put the dropped right peg on so you could put half your body weight down low on the right side. I see you flipped the peg up. In the photos above your right knee is real high. Flip the peg back and see if in cornering it does help some

“I remember seeing the bike on-line-maybe a Pinterest kinda site. I do remember the owner had an art gallery museum or a studio with a French sounding name-something like Moto d'art or similar. I got the impression the owner was more interested in the looks than usability. The next time I saw it again years later it was in Side Burn magazine and Neil was the owner. Neil said he tried to find out a bit more about the previous owner but only discovered a man with a large collection of flat trackers based in San Francisco or Phoenix. This may have been who Ric sold to.”

That is all we can assemble collectively from this end. Thanks for being the new owner and preserving a piece of history that still kicks ass.
Ric, Fred and Phil

Introducing the world's first dedicated ice fender... OMAR'S ICE FENDERS™

After a cold day of winter riding, my brother Ric helped me load my ice bike. The below-axle-line "unbreakable" plastic fender made contact with the wheel chock and blew into seventeen pieces. After structuring an aluminum support system for what is now very hard to find '70s era plastic fenders, I was screwed. I faced the problem you now face... "Where do I get a front fender to protect my riding/racing friends?" (protect them from the tightening damage those screws can do to your buddy's left leg, thigh and hip). This first-ever dedicated ice fender is my and your solution.

Fiberglass

Thick, tough fiberglass is repairable, plastic is not. You pay more up front but my fender will last for years.

Easier mounting

The backside of the flared sides rests on the forks and is secured with thick tie-wraps. A foam cushion insert protects the forks. A simple metal strap anchors the fender front to the fork bottoms. No screwing around making a special fender brace system.

Fits wide or vintage forks

The flared side pockets will rest against forks from 5" to 7" wide - that's the space between the legs, not c-to-c. Fender will cover up to 5" wide tires. Trim rear edge to fit wider tires.



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Angled support design for maximum strength

Not all the angles, corners and tallish sides. Basic engineering principles make this glass fender far stronger than a simple crested fender.

Paintability

Now you can paint the fender to match the bike and have room for sponsor graphics. Can't do that with a plastic fender!

Omar's Ice Fender™ \$69.00

Kit includes fender in black gelcoat and the wraps. Supply your own fork cushions (water pipe insulation) and front strap from the hardware store.



The flared side pockets rest against forks from 5" to 7" wide (between legs). This saves building an upper mount bracket. Mounts on sliders with heavy duty tie-wraps.

You'll have to trim back edge to fit tires wider than 5".



Here's where you mount a metal strap. Attach to fork slider pinch bolts or other threaded boss.



14475 23rd Ave. N. • Plymouth, MN 55447
phone 763-745-2255 • fax 763-745-2256
email-litadv@aol.com • website-www.omarsDTR.com

Phil Little Racing.com
15612 Hwy 7, #238
Minnetonka, MN 55345
952-607-6063
phil@phillittleracing.com

Neil MacQueen neilmacqueen88@gmail.com
The Garden House,
New Road,
Tacloneston,
Norwich,
NR16 1DE
United Kingdom.

To see the info Neil got from his importer friend go to: <https://www.notion.so/Can-Am-Flat-Tracker-d61d5aa866534dc3afe1295f1b6b90c6>